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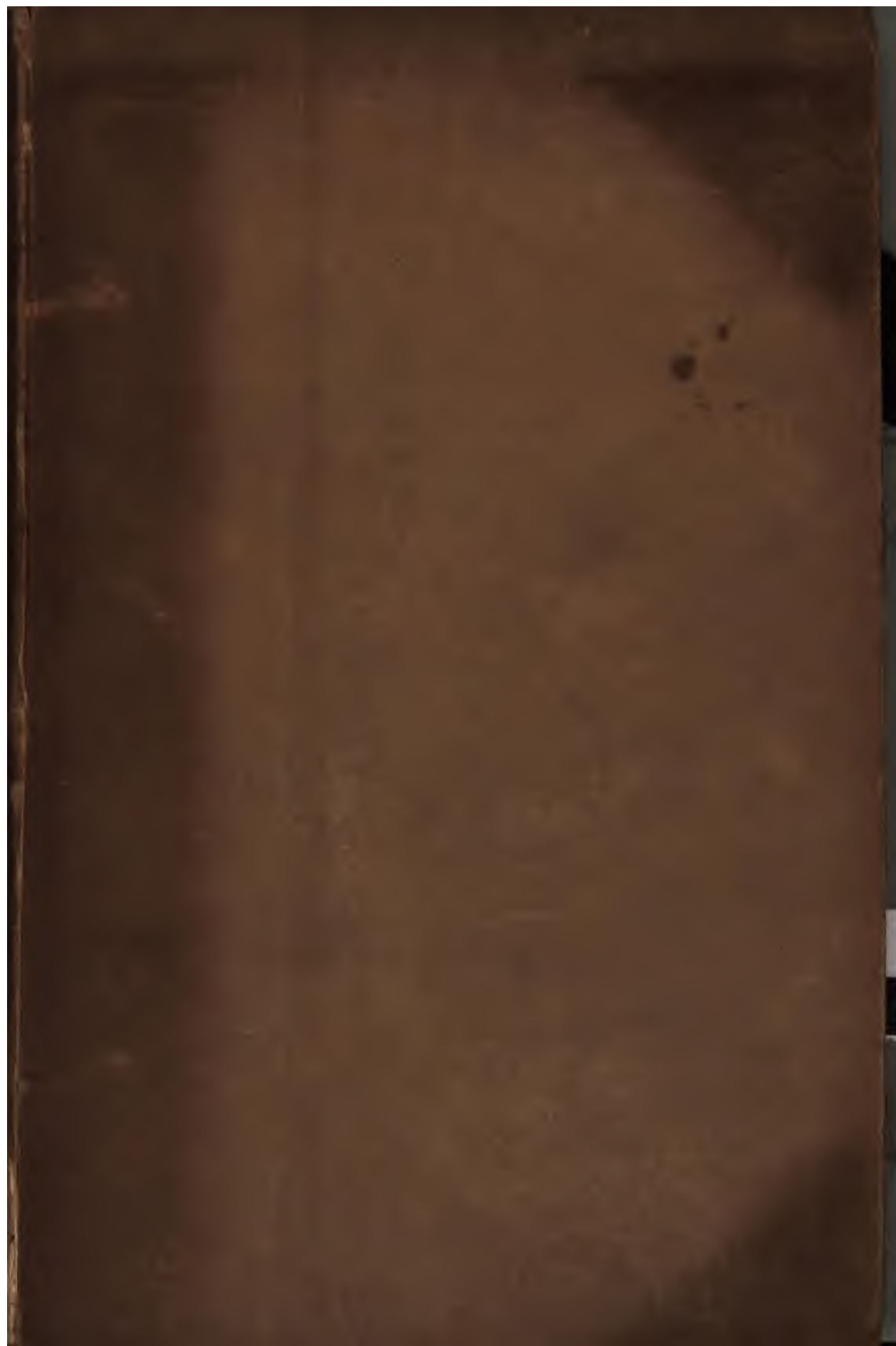
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Printed

Wm. Kent Esq
from his friend
Am. Denny -

27 March 1850.



A
PRIVATE MEMOIR
OF THE
LIFE AND SERVICES,
OF THE LATE
WILLIAM BARROW, ESQ.
(H. M. S. ROSE,)
COMMANDER ROYAL NAVY.

For Private Circulation.



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Miss

Alex^r. Kent Esq^r
from his friend

Am. Denny -

27 March 1850.

PREFACE.

IN the midst of much occupation, I have hastily thrown together, in the form of a narrative, this private family memoir, feeling assured that it will not only be read with deep interest, but much valued by the immediate members of the family, for whom it is principally intended. The extracts of correspondence are from letters, addressed by Captain Barrow, either to his Father or myself. If the selection is not altogether judicious, it is at least authentic, and I am willing to believe, that Dr. Johnson's remark, that "there has rarely passed a life, of which a judicious and authentic

1 narrative would not be useful," may be favourably applied to the following pages, and that they may be found useful hereafter to any member of the family who may be brought up in the same honorable profession, in which the short life of Captain Barrow was spent, wherein he gained the esteem and respect of all with whom he served, by strict attention to his duties, a cheerful and implicit obedience to all orders, and an anxious desire on all occasions to uphold the discipline of the Service.

J. B.

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MEMOIR, &c.

CHAPTER I.

Birth,—education,—appointment to Royal Naval College,—joins H. M. Sloop Rose,—removal to H. M. Ship Cambrian.

COMMANDER WILLIAM BARROW, R. N., the subject of the present *private family memoir*, was the third surviving son of Sir John Barrow, Bart. and was born on the 25th February, 1810.

In 1818, he went for a short time to Dr. Pinckney's School, at East Sheen, together with his elder brothers, the present Sir George Barrow, Bart. of the Colonial Office, and Mr. Barrow, of the Admiralty. At this school he does not appear to have been particularly attentive to his studies, and seems to have experienced a difficulty in fixing his attention, "requiring constant *superintendence*, without which he would do nothing." "I assure you," says Dr. Pinckney, in a letter to his father, "that he has

had this to as great a degree as was possible during the last half year, (December, 1819,) in consequence of which every one here considered him much improved. I hope at the preparatory school to which you send him he will have this superintendence, otherwise I am confident he will not do well."

The preparatory school alluded to was that of Dr. Firminger, at Edmonton, who in those days prepared Boys for the Military Service, much in the same way, probably, as Dr. Burney at Gosport, prepared them for the Navy, it being the intention of his father to put him into the Engineers' Corps, for which he had received a nomination, originally intended for his second son. Before going to Edmonton, however, he went from Dr. Pinckney's to the Charter House, to which place his elder brothers had also removed, where he remained but a short time.

In a letter from Dr. Watkinson, one of the Masters of the Charter House, he says "I think you have done quite right with respect to William, as I confess I begin to despair of your fixing his attention to his School business."

When he was at the School at Edmonton, in January, 1822, Dr. Firminger speaks of him as

slow in his acquirements, but did not think this deficiency of progress arose from a want of talent, but from a dislike to study. "I cannot," he says, "produce attention for any length of time. But the necessary qualifications for admission into the Royal Naval College, are such as he cannot fail to attain."

From this letter it would appear that all idea of placing him in the Royal Engineers' Corps, had been abandoned, and that he was destined for the Naval Service.

In June following, Dr. Firminger sends a character of his moral conduct, and much do I wish he says, "I could send one as satisfactory with respect to his application; his talents are good, but he is indolent. I dare say you have found him moderately grounded for his age in vulgar and decimal fractions, you will perceive he understands the meaning of a fraction, and the principle of reducing them from one denomination to another, independent of mere mechanical rules, and as he will have plenty of time to perfect himself, I make no doubt, but that he will pass this part of his examination better than most boys that are admitted." Dr. Firminger proved perfectly correct as to his opinion that he would pass a fair examination, as will presently be seen.

On the 5th February, 1823, 6½. p.m. for such is the exact date of a letter from Lieutenant Governor, now Vice Admiral Sir John Wentworth Loring, the youthful subject of this memoir arrived at the Royal Naval College, and may be said to have first commenced his career in that profession,—of which,—if it had pleased God to spare his life, he bid fair hereafter to have become a distinguished ornament.

“Your son is safe in my house,” says Captain Loring, “he arrived at the Dock Gates at 6 o’clock, he shall have his tea early and go to a nice comfortable bed, and shall be kept quiet to-morrow, that his head may be clear for the examination.”

On the following day he continues, “I have the happiness to inform you, your son is reported as qualified for admission, as you will perceive by the public letter. He was the Third of Six.”

In June following, Professor Inman writes, “for some time after your son came to this Establishment I looked upon his case as desperate, from his backwardness in learning, and the little preparation he came with. At present I hope better things, and think he will get through in the time allotted,” and in December, 1824, gives his opinion, that “he will be a good Navy Captain after all, having a fund of genuine humour, and natural penetration, and considerable activity.”

You will find your son much improved, says Captain Loring, since the last vacation, and he deserves some credit for the pains he has been taking with himself.

The greatest progress made by him at the College appears to have been in Mathematics, French, and Drawing, and he managed to pass out within the allotted time of two years, which were in those days allowed to reckon as sea time. As College Volunteer he immediately joined the *Rose*, 18 Gun Sloop, the Honble. Captain Abbot, (now Lord Colchester,) fitting at Portsmouth, and the following is an extract from the first letter he appears to have written on joining the service:—

H. M. S. *Rose*, Spithead,
28th December, 1824.

“ We came to Spithead the 25th of this month. We have a little Squadron here. There is the *Wellesley*, the *Pandora*, the *Phaeton*, the *Tweed*, the *Samarang*, the *Brazen*, and the *Rose*. On Saturday there was a bit of a storm at Spithead, and it lasted till yesterday about 3 o'clock in the afternoon.

“ We have no music on board except a fiddle which the Ship's Corporal plays, but he does not play it

over and above well. We had him on deck when we were mooring Ship.

“ When we are sailing, or anything else going on, I am stationed on the Poop as an Aid-de-Camp, and when at Quarters I have 3 Guns to my charge.”

Having been on leave, he rejoined his Ship, on the 22nd February.

Captain Abbot, writes on the following day, “ Your son arrived safe on board yesterday,”—“ I regret,” he says, “ that the Rose is too small to carry a regular Schoolmaster, but I will recommend your son to the care of the Master, who is a very clever man, and will keep him in practice.”

The Rose was employed in the Experimental Squadron, for the trial of the rate of sailing of certain Ships, and was out in some heavy weather. On their return to Portsmouth after one of their cruizes, which were made in the winter months, our young Volunteer writes under date 15th March, “ I liked our last cruize very much. When we sail again, the Brazen, the Champion, the Orestes, the Pylades, and the Tweed, are to accompany us.

“ About a week ago one of our men tumbled from the Mast-head of our Ship, on the Deck, and was killed on the spot. One of our men ran away, but

we caught him again. When we come from our next cruize they talk about going into harbour for a week, but I do not suppose we shall. I am getting quite accustomed to the Ship now."

The *next* cruize proved rather a sharp one. On the 28th March, he writes :—

"We sailed on the 16th of this month, and the first day we were out was a most beautiful day, but not enough wind. We passed through the Needles about 12 o'clock, and to my great surprise I only saw four rocks. I thought there were an immense number. We got out of sight of land at 6 o'clock in the evening, and we beat all the other Ships out and out. After sunset we prepared for night, and the next morning we were still a-head of the Ships. We went very well till 12 o'clock in the morning, then a good breeze came on, and we were the last but one.

"At 3 o'clock in the afternoon we saw Plymouth, and waited a long time in the Sound. About four o'clock we came out, with the *Camelion* and *Lyra* in company, and about 6 o'clock were off the Lands End. At 7 we were caught in a storm, and the *Lyra* carried away her main-top-gallant-mast, and had leave to part company. We remained out of sight of land all night, and the next day saw nothing

of the land. I do not think that any person in the Ship has had a whole night's rest since we first went out ; at least if they have, they slept in a wet bed. The sea broke over us so, that we could do nothing, the water was about half a foot deep on our decks.

“The Phaeton had an Iron Mast and Bowsprit, and she carried away her Bowsprit, and expected the Mast to go with it every minute.

“The Pylades carried away her fore-top-gallant-mast, and there were unluckily 4 men upon it, 3 of them tumbled overboard and were drowned, and the other fell in the sail, and was very much hurt.

“We carried away our fore-top-gallant-yard ; I think this cruize will cost the Government a good deal.

“The next morning we saw Ireland, and a great number of land birds were caught about the Ship. I was rather sick the day after we left Ireland and got into the Bay of Biscay. We are now steering home but have a bad wind.

“On the 1st April we made Scilly, and as the wind was dead against us, we put into Scilly Harbour, where there were about one hundred Ships. There are a number of rocks there, and it is such a funny place you cannot think.”

The next letter which has been preserved is dated the 10th August, 1825, on board the Cambrian, 48 Gun Frigate, (Captain Gawen W. Hamilton, C. B.) then at Smyrna, which Ship he had joined in the Mediterranean, on the arrival of the Rose on that Station.

He had been only a short time on board, but gives some account of the way they were employed in search of Pirates, in the Archipelago.

"We spend a very pleasant life on board the Cambrian, for we are always fighting *Misticos*, which are Pirates. Since I have been in the Ship we have burned about 10 vessels. We were about to blow up 2 or 3 towns, because we thought that there were Pirates in them.

"We went to a town called Hydra, which we blockaded for nearly a fortnight, with our boats. It was hard work. We have 9 boats, 4 went on guard 8 hours, and the other 4 relieved them. The Midshipmen relieved one another in the boats. We captured altogether about 18 boats, which was very pleasant, but out of them all we could only prove one to be a Pirate. We then gave them one more day to consider about giving up the Pirates, which they luckily did, or the town would have been blown up. They gave us two Pirates, and told us

that if we kept them, the other Pirates would murder the inhabitants of Hydra, but for all that we kept them. We then sailed for Smyrna, and unluckily we were taken by surprise in a gale of wind, and received some damage. We lost our jib-boom and split jib and main-top-sail and spanker, right in two. We were under close reefed topsails till this accident took us; then we were under fore and main staysails, and mizen trysail; we nearly lost our mizen yard; and struck the top-gallant mast. We were then in such a state, that we were obliged to anchor at the nearest place, which was Tino. We put the Ship to rights again, ready for sea, and the next morning sailed for Smyrna. The other day we had a sham battle with a double-banked frigate, an Austrian, and we gave her a good drubbing; we sent out all our boats to race any other boats that liked to try, for one dollar a man, and we raced a great number, and beat all but one, which our cutter raced the next day, and beat.

“The Turks are getting the better of the Greeks, and we have 2 or 3 Greek gentlemen on board. We are now going to the Ionian Islands to hear the news there. The Brig that takes the letters is to sail to night, therefore I must conclude.”

The following letter gives a little account of the

proceedings of the Greeks, and the Turks, who were always fighting against one another, at that time.

H.M.S. Cambrian, Hydra,
23rd October, 1825.

“ We have been very uncomfortable lately in the Cambrian, for we have had 70 Turkish prisoners on board, and very bad weather too, which put us in such a mess, that we were, you might say, in distress. We lost our jib-boom, split our jib, our fore-topsail, main-topsail, main-sail, spanker and trysail, besides an immense number of ropes, which would fill my letter if I were to attempt to mention their names ; and after repairing all these things, we had a stronger breeze, and carried away the foot of our fore-topsail. We have lost a great number of our men, some have died, some gone to the hospital at Malta, and others have left the Ship to go into another. We are now going to Corfu, as soon as possible, but I am sorry to say we have a foul wind. The Greeks and Turks are always fighting as before, but to no purpose. We saw a large fire in the night at a distance ; and supposing it to be the Turkish Fleet being blown up, we stood towards it, and got to the place where it was, the next day at 10 o'clock, and found the wreck of 2 Turkish Fri-

gates, and 4 Brigs, and as we were in want of fire-wood, we employed the Ships' Company in getting the wood. I went in one of our boats to attend the people, and only saw one dead man: I made two large 32 pound shot to his legs and sunk him. I then saw a small cap, which I picked up, and found passports in it, and a little bag, which I thought was a money-bag, but when I opened it found nothing but some tobacco, which disappointed me very much. The day after, we fell in with the Turkish Fleet, and found the Commodore was so afraid of being blown up, that he had got his gun-powder towing astern in a large boat. At 12 o'clock we saw the Greek Fleet at their heels, so we got out of the way as soon as possible, and a few days afterwards, we heard, the Turkish Commodore was blown up the same night."

The sudden squalls of wind in the Mediterranean are often attended with great risk. In one of these the Cambrian was caught (on the night of 9th January, 1826,) when sailing in company with the Revenge, carrying the Flag of Sir Harry Neale and the Algerine, (Captain Wemyss,) which Vessel was never heard of again, and is supposed to have foundered. The evening had been fine, and the weather moderate, so much so, that the res-

pective Captains of the Cambrian and Algerine had been dining on board the Flag Ship, and it is supposed that Captain Wemyss could hardly have reached his Ship before the direful disaster occurred. The Ships were working between Hydra and the Main, when at 10 . 15 p.m. a heavy squall came on from the south-west. The following letters allude to it.

“ We were in company with the Revenge, when in the evening a sudden gale of wind came on (I will tell you our misfortunes first and then the Revenges’) and we carried away our jib-boom and were expecting our masts to go over the side, and not only that but we did not think we should be able to get to Smyrna, the place that we were going to, by ourselves. We split our jib in four pieces, and one part of it was flapping about the place where the fore sheet was, and it was blowing so strong that we could not carry the fore-sail, and we wanted to let it go, but every one was afraid for fear of being killed. We split the main-top-sail and lost one man off the yard. The Revenge carried away her fore and cross-jack yards, and split all her sails.”

Napoli, February 22nd, 1826.

“The other day we were in company with the

Algerine and Revenge, and a very heavy gale of wind came on. We lost our jib-boom, and blew our top-sails away, and lost one man off the main top-sail yard. The Revenge lost her fore-yard, and nearly all her sails, and thought themselves very lucky at not losing their masts. But as for the Algerine we supposed that she upset and went to the bottom, for we made all enquiries about her and she has not been seen since."

The Revenge appears to have suffered more than the Cambrian. Sir Harry Neale in reporting the circumstance to the Secretary of the Admiralty, says—

"I ran out from my cabin on the instant, and was on deck in a few seconds. I found every sail stripped from the yards, and in ribbands, the fore-topsail excepted, the fore-yard carried away, and both ends flying forward and topping up; reduced and saved the fore-topsail, which was an entire new sail. The cross-jack yard was also carried away. The night continued squally, with rain, but by 8 o'clock in the morning the ship was again in condition to make sail, when I proceeded to Smyrna. The Algerine was astern of the Revenge, and I am apprehensive experienced the squall with still greater violence, as it was accompanied by a change of

wind, further aft. I arrived at Smyrna, on the 11th January, the wind continued fair for the Algerine to reach that port, until the 16th, but I have heard nothing of her since."

This letter is dated at Malta, at the latter end of February, 1826 ; and on the 19th April following, Sir Harry Neale reports, that, not having received any intelligence of the Algerine, and being obliged, with much concern, to consider her as having been lost in the night of the 9th January, he shall no longer include her, in the disposition of the ships, under his orders.

The letters from our young Midshipman during this year, chiefly relate to their *piratical* employment, and to the fights between the Greeks and the Turks. Continually searching after Pirates in the Archipelago, became at last very tiresome work, and all hands were no doubt as anxiously looking forward for their return home as our young sailor, who in the following letter expresses a great hope of the Cambrian shortly quitting the station, a hope however, which was not realized.

H.M.S. Cambrian, Smyrna,

March 19th, 1827.

" We have not seen a civilized place this last two years, and have not seen Smyrna for the last four

months : we have been looking for Pirates as usual, and for this last four days have been boxing about in a gale of wind, and obliged to sit on the top of the table, and eat our dinner on a piece of biscuit."

"But now for a spell at Smyrna. We are going to relieve the Talbot, and to paint and set the rigging up afresh. The Camelion has taken two Pirates. They were in a bit of a breeze, and one of the Pirates had some of the Camelion's men in her, and was a long way off the shore, and the boat leaked so much that she was nearly going down. They had just time to get alongside the Brig, and all got out of her in time, as she went down. I am sorry to say, that one of our shipmates has just died, the doctor does not know of what. We have received news that our new Admiral has arrived, and we are thinking of going home. I suppose you know that Lord Cochrane has come out to fight for the blackguard Greeks, (if the Captain heard me say that, I might as well jump overboard.")

"We are expecting to be sent to Malta every day, and from thence to England. Should we be sent home in surprise, I will write to you the moment we arrive at Spithead. You must excuse not having received a letter from me, but we have had

nothing to eat but a piece of beef like a piece of wood, therefore you must excuse not having received a letter before. I can assure you, I long for the time to come when we shall take our walks together again, I shall think when I get in England, that I am in paradise, after coming from this rocky hole. We have got a song about this place: I will tell you one or two lines of it, for I do not know any more—

There is nothing to be got in this cold country,
 But mountains of frost and snow,
 O the frost and the snow,
 And the porpoises blow,
 And the Pirates never gone my boys,
 And the Pirates never gone,—

that is very true, for there is nothing to be got here excepting rain, snow, &c., and we have taken about thirty Pirates: every other ship has taken about the same number. We are thinking of going home every day. I am sorry to say I have no more news to tell you.”

The Cambrian was probably, the most active ship that was ever employed in the Mediterranean, in search of Pirates. Captain Hamilton had previously commanded her for three years, and having displayed so much zeal and alacrity, he was re-ap-

pointed on paying her off. This was therefore the second time she was so employed, and few ships during the peace have been so continually at sea on active service, and perhaps no other man-of-war (since the peace,) has been kept for six months on salt provisions, as would appear by the following account.

H.M.S. Cambrian, Poros,

24th May, 1827.

“ We have been 7 months from Smyrna, and 6 months out of the 7, on nothing but salt junk, and a few fish that we caught. I went this morning with a party to haul the net. We got the first haul about one hundred mullet, and the second haul the net felt very heavy. We all thought we had a very fine catch. There was haul away, haul away, and when we got the net in 6 feet water, we saw that it was all in one body ; we thought it was either a Turtle, or a dead Turk, so we hauled him on shore, and what should come out of the net, but a large shark, with seven young ones inside of it. There was out knives, and cut him up. I think he would have made some of us laugh, if he had but bit any body.

“ The other day we allowed some of our men to go on shore, and one of them got drunk, and made

a row with the Greeks, when one of the Greeks drew his knife, and stuck him in the back, which touched his heart, and killed him. We have lost another man, who fell from the fore-topmast-head, and was killed. We were caught in a northerly gale the other day, and obliged to heave to, under close reefed main-top-sail, and after beating about for a long time, we bore up for a place called Mytilene, and it blew so fresh, that the sea broke over us, and you could not stand on the deck, dry. We are expecting to go to Malta every day, and from thence to England.

“When you write to me next, I wish you would tell me what ship relieves us, and all about when you expect her out, and when you think we shall get home. We have had the small pox here very bad, and have lost a number of men through it.

“We went to a place called Salamis the other day, and could see Athens quite well, where the Greeks and Turks are fighting. On the 14th of this month we saw a very grand fight between them. The next day we had a number of wounded people on board, one with his arm shot off, another with his leg off, and others with wounds on the body. There were about 30 of them altogether. We have very little to do with the Pirates now, since we took that

corvette. I am happy to say, that there is every hope of having 12 of the blackguards hanged. We got an Ionian whom the Pirates had hove overboard, with a stone round his neck, in 14 fathoms water, and the fellow says, that the Pirates made a bad knot, and he got the stone off his neck, and came to the top; after which he swam to the shore, and then came on board of us. We then went to a place called Salmos, (where by the bye we got some very good Salmos wine, which cost us twopence a bottle,) to convoy some merchant brigs, which were said to be blockaded by the Pirates, and in our way we took the vessel who hove the Ionian overboard, and directly the Greek belonging to her came up the side, the Ionian shewed him the rope, he had tied the stone round his neck with, and he was so taken aback, that he could not box himself off again, and *per consequence*, (as the pilot says) he fainted. However I would sooner that he was anchored there than myself. We should have had that fellow hanged, but the Ionian was bribed, and ran away. I shall take great pleasure in rigging the schooner when I get home which I hope will be very soon."

The work of a Midshipman on board the Cambrian was somewhat severe, as may be gathered by the following letter :—

H.M.S. Cambrian, Smyrna,

June 27th, 1827.

“ We are waiting for the new Admiral to come here, and on his arrival expect to be sent to Malta, to prepare for England. When we get home, I should think that they would call us all ruffians, for we have not seen a civilized place this last two years, and we do not know the taste of good water or anything else that is good. As for milk for tea (and seldom sugar,) you might as soon jump over the main-topmast-head as to think of it. We hear that the Dartmouth is to relieve the Seringapatam, but one would think the poor old Cambrian is black listed.

“ You may easily fancy a sailor’s life on board a ship, for instance, I will tell you mine. We are in three watches. If it is my morning watch, I have to go on deck at 4 o’clock, and stay until 8, and then in the forenoon I am learning navigation, and perhaps the Captain will be going away, or some vessel coming in, then I am sent out a mile or two to board her. In the afternoon the same, then I have to go on deck at 4 o’clock in the afternoon, until 6 in the evening, then do what I like until 12 at night, when I go on deck, perhaps blowing so hard that it nearly blows the hair off your head,

and stay until 4 in the morning, then sleep until 8 in the morning, and perhaps have to go to fetch water about 5 miles off in the hot sun, and at 12 go to dinner. After dinner go on deck till 4 in the afternoon when I do what I like until 8 o'clock, when I go on deck and stay till 12 at night, then sleep till 8 in the morning, then go on deck and stay till 12 in the forenoon, and learn what I like till 6, then go on deck and stay till 8 in the evening, then go on deck at 4—and go on the same as before till the ship goes home. I wish that the Cambrian's relief was out, for I am as sick and tired of this place as possible. I long to see England again. We had a bit of a dance here the other day, which was composed of the Officers of the Cambrian, Seringapatam, and some Americans. I had a beauty to dance with the first dance. She began talking in a yankee voice that she calculated the United States Frigate Constitution, was a hot ship, and went on bragging about the American Ships so much, that I was forced to tell her, that, I had no doubt they were very fine ships, but although they were manned with Englishmen, the old Cambrian would lick any two of them. It made such an impression upon her that when she talked afterwards she spoke as if she had swallowed .

a chain cable. The next dance, I danced with the English Consul's daughter, who talked about England very much, but she had only been there two years."

Our young Midshipman was now destined to witness a Naval Battle, such as had not been fought since the peace. The melancholy affairs of Greece had long attracted the attention of the whole civilized world, and the tyranny under which that unhappy country had suffered from the Ottoman Rulers, called forth the interference of England, Russia, and France. The united force of these three powerful nations, placed under the respective command of Sir Edward Codrington, Count de Heiden, and Admiral de Rigny, being concentrated at Navarino, led to the destruction of the Turko-Egyptian Fleet assembled at that Anchorage.

Captain Hamilton, of the Cambrian, was himself a witness to the atrocities committed by Ibrahim Pacha, upon the unfortunate Greeks of the Morea, who were plundered of their property, and their villages burnt to the ground. "The distress of the Inhabitants," he says, "driven from the plain, is shocking: women and children dying every moment of absolute starvation, and hardly any having better food than boiled grass."

CHAPTER II.

Battle of Navarino.

The following letter gives an account of the Battle of Navarino, and of the part taken therein by the Cambrian.

Navarino, October 21st, 1827.

“I take this opportunity of writing to you, to inform you of our action with the Turks. On October 20th, 1827, at 9.30 a.m., we observed H.M.S. Mastiff, and the Captain came on board and informed us that the combined Fleet was going into Navarino. At 10.30 a.m. observed the combined Fleet, consisting of:—

English.—3 Line of Battle Ships, 3 Frigates, 3 Brigs, and 1 Cutter. *French.*—3 Line of Battle Ships, 2 Frigates, 2 Schooners. *Russians.*—4 Line of Battle, 4 Frigates, 1 Corvette.

“At 2.30 p.m., we observed the Fleet standing into Navarino, at 2.45 p.m., we observed H.M.S. Asia, firing into 2 Line of Battle Ships, Turkish,

after which we came into action ourselves, and I observed nothing until the Battle was over. We were fighting 3 Batteries, 3 Corvettes, and 1 Frigate, and all I observed was, that we fired very well. I had 3 guns at my command: I fired now and then, and hit a Corvette twice. We sank 1 Corvette, and knocked the town down. The Asia sank 1 Line of Battle Ship, and dismasted 2 Corvettes. The Albion had a Line of Battle Ship on her starboard bow, and a large Frigate on her larboard quarter, she was boarded on both sides, and repulsed both. The Line of Battle Ship had 30 Greeks on board, whom the Turks had made fight against us, and in boarding, they rose against the Turks, and got safe on board the Albion. The Battle began by a fire ship setting fire to herself, ahead of the Asia, when a boat was sent on board to say, if they fired a shot we would sink the whole fleet. Before the boat got alongside, the interpreter (Mr. Mitchell,) was shot through the heart, and as the Midshipman was getting up the side, a Turk cut him in two. The Action then commenced, and after fighting for four hours and a half, the Action finished.

“The Turks had 104 sail in the fleet, and they fought until they sank. One Line of Battle Ship

blew up, with fifteen hundred Turks on board: another Frigate sank with nine hundred on board. When first the action began, H. M. S. Dartmouth sent boats and carried her opponent: the Turks got into a boat on the other side, and a cutter went and carried her, with the loss of three men, and one Officer. Every one of the Turks that were on board the fire ship, were killed by the sword. It is supposed that the Turks lost about five thousand men, and the combined fleet lost one hundred men and Officers.

“ In the action, the Asia by mistake, fired a broad-side into the French Admiral, which was returned, but the smoke was so great that it was impossible one ship could distinguish her enemy. The Turks consisted, (at least were supposed to consist of,) 4 Liners, 19 Frigates, 40 Corvettes, and 30 Merchants, with guns in them. We lost one Officer of Marines, and a private wounded. In the middle of the action, Captain Davis, and the First Lieutenant of the Rose, were boarding a fire ship, when a Turk set off the train, and blew her up. They were all lost, except the Captain and First Lieutenant, who were blown into the boat in getting up the side. The First Lieutenant had his leg blown off, and is not expected to live. I am sorry to say that Captain

Bathurst (of the Genoa,) is dead, but we will not haul his flag down, so that the Turks should not know that he is dead. When the smoke cleared away after the battle, we saw 2 Liners, 10 Frigates, 19 Corvettes, and a few Brigs. All the rest went to the bottom. The Turks are blowing themselves up. I beg you will excuse this hurried letter, but one of the Brigs is going with despatches, and I am afraid I am too late now, but this will shew that I am not killed. I am almost ashamed to send this now. Several shot struck our hull and came close to me."

H.M.S. Cambrian,

October 28th, 1827.

"On the 19th of October we sailed from a place called Kitries, and on the 20th we saw the combined fleet, and made all possible sail to them. At 12 o'clock we observed the fleet standing in for Navarino. At 12 . 30, beat to quarters, cleared decks, for action. At 2 . 30, observed Asia and Albion at anchor in the middle of the Turkish fleet. At about 2 . 45, observed firing in the harbour, then we saw the Turkish fleet all commence firing. Carried all possible sail,—3 . 15, passed the batteries, received three shots in the hull, from do: cut up about the rigging badly:—3 . 20, got guns to bear

on the batteries, gave three cheers, commenced firing: drove enemy from their guns: ran farther into the harbour:—3.30, down anchor, commenced firing on three Corvettes, and one Frigate, received dangerous shots from do:—4.0, found shot tumbling in faster than ever: looking round to the right and left, found on the left side a ten gun battery playing on us, looking to the right, observed the town playing on us, and looking right ahead, observed a four gun battery raking poor Cambrian.

“At 4.15, gave three times three, observed one Corvette go broadside down to the bottom, other two looking very much the worse for it, got all guns to play on Frigate:—5.0, Frigate down Turkish and up British colours, gave three cheers, got guns to bear on batteries, peppered away till we drove the Turks from batteries. At 6.0, knocked off firing. Pretty sport, had three guns at my command, fired three remarkable shots! In the middle of the action went on deck for spare seizing, observed shot flying about like scotch mist; going to my quarters again, got the slack end of the main-top bowline athwart my back. Went on deck to see who was hurt; in passing No. 2, Caronade got the end of its recoil; such a stew, did not know whether I was hurt or no; after ten

minutes consideration, found myself all right, alongside G. W. Hamilton : just turned to the right and observed one Line of Battle Ship and two Frigates on fire, gave three cheers going to quarters.

“ Observed poor Captain of Marines killed, and a private wounded ; went to quarters, fought as hard as ever, found enemy to slacken fire, all Ships ceased firing except the jolly Cambrian. At 7 . 0, observed a fire on each battery, signal struck, best fun of all, gave three cheers. Weighed and passed under the stern of most of the fleet, received three cheers and huzza for the Cambrian from each Ship, returned ditto. They let us into a pretty joke ; while all the other ships had ceased firing we were hard at it for two hours after. This terrible fire lasted from half past two till five, but poor Cambrian was hard at it till seven.

“ Sent on board the British Admiral, went close to a Turkish liner ; just going alongside, found out my mistake : stood on and off till I found out the Admiral : was sent to several wrecks for men : a thought came into my head,—prisoners might outnumber us : got swords and pistols ready for fear they should take the boat on shore and give us a roll of 6 inches of sabre ; got on board all right—sat talking of the action over a glass of grog and beer.

thing, having had nothing all the action, and being almost killed outright: slept at quarters all night. Next morning slipped and ran alongside of three Corvettes, a double banked Frigate, and two other Frigates. Piped to breakfast, all ready to commence after breakfast: frightened Turks so much that they ran two Corvettes and two Frigates on shore.

“Admiral made signal, ‘do not fire unless fired at.’ Observed a Ship on fire close ahead, slipped and hauled our wind in time, vessel blew up, gave us a few fragments, stiff breeze came on, looking about observed Admiral and Genoa, with two masts, Talbot, Cambrian, and Dartmouth cut up about the rigging sadly:—7 p.m. got our boats under weigh to destroy two liners, and three or four Frigates that got a hammering the day before, just got alongside and found Turks destroying them for us, went on board without danger. On my way on board picked up two unfortunate Turks, one had been blown up and got his leg and back broke. I would tell you more about him but it would kill me if I thought any more of him.

“The next day we saw nothing but dead bodies floating on wrecks. We have just hove one unfortunate fellow overboard. We got on board the



Frigate that had all the money on board to pay the troops, and we left her without plunder, because we did not know what she had on board,—bad luck. After destroying all the Turks except one Frigate and fifteen small vessels, we repaired our ships, and on Wednesday we weighed and sailed from Navarino.

“ At 9.0 passed the batteries, Turks dipped their Ensigns as politely as possible. The old Cambrian waited till all the vessels were out, so that if John Turk wanted to fire he might get a hammering from us again. We hove too, off the mouth of the harbour, passed under the stern of the Admiral and received three cheers from her, and then hauled our wind for Egina, and she for Malta. Just left her two days when we fell in with the Rifleman from Tenedos; she brought news that the Turks were going to send another fleet from Constantinople, but they must have a great number of ships for there is only 51 sail destroyed by 27, what a chance. We are cruizing all by ourselves and if the new fleet only come in a good breeze we will astonish their weak minds. They say we are bound from Egina to Malta, and from thence home. I have said enough of the Turks, but I could say more, if I was not afraid you would say, you have had

enough. I have not done yet,—time to talk about the Greeks. There was a great number on board the Turks, fighting against their own country. We have got them on board. I only hope they will get half killed when they land in their own country. The rascals fought against us, and when they found we got the best of the day, they turned tail, and fought against the Turks.

“Excuse these additional turns and lines, but since the day of the action we have all been so happy, and the band is now playing the Battle of the Nile—I cannot stop my hand. John Turk made sure of doing us in the night, he intended to let us anchor alongside of them, and agree to all we wanted, then in the night they intended to burn and destroy us all, “never catch a weazle asleep with his eyes shut.” A foolish Turk set fire to a fire vessel athwart the Asia’s bows, and blew himself up in her, every man was killed on board of her, and made a clue up with the Turkish fleet. Two days after the action the Turkish Admiral went on board the British Admiral, and he said he was sorry for his fleet, but that Mahomet thought it proper. I will not write a longer letter for fear you should say you would like a shorter one next time, so shorten sail.”

Thus terminated the Battle of Navarino, of which Sir Edward Codrington speaks in the following terms, in his Despatch, announcing the event.

“This bloody and destructive Battle was continued with unabated fury for four hours, and the scene of wreck and destruction which presented itself at its termination, was such as has been seldom before witnessed. As each ship of our opponents became effectually disabled, such of the crew as could escape from her, endeavoured to set her on fire, and it is wonderful how we avoided the effects of their successive and awful explosions.”

The annexed is a statement of the comparative force, as given by Captain Chamier, in his recent edition of James’ Naval History, viz :—

Allied Fleet,—English, French, and Russian.

Sail of the Line, including one 84	11
Large Frigates.. .. .	8
Small do. (the Talbot.)	1
Brigs	4
	—
	24
	—

Turco-Egyptian Fleet.

Ships of the Line,—one of 84 Guns	3
Large Frigates..	15
Corvettes..	18
			—
			36
			—

The rest of the force was made up in gun-boats, schooners, and craft of all description.

The Turkish Ships were moored in the form of a crescent, with springs on their cables, the larger ones presenting their broadside to the centre, the smaller ones in succession within them, filling up the intervals.

The combined fleet was formed in the order of sailing, in two columns,—the British and French forming the weather, or starboard line, and the Russians, the lee line.

CHAPTER III.

Attack upon Pirates at Carabusa, and Wreck of the Cambrian.

Not many months had elapsed after the Battle of Navarino when the Cambrian was unfortunately wrecked upon a reef of rocks off Carabusa, (or Grabusa as it is sometimes called) near the N. West point of the Island of Candia, during an attack upon a stronghold of Pirates at that place, on the 31st January, 1828. There is no letter penned from our young sailor upon this subject, but the following interesting narrative as given by Captain Hamilton, will supply the omission :—

After accounting for the Cambrian being so light, off Carabusa, (for want of Provisions,) which prevented her working with her usual certainty, Captain Hamilton proceeds to relate :—

“ We arrived at daylight off Carabusa, on the 29th, and were joined by the Rattlesnake, who made the signal, ‘ have provisions for you,’—bore up, shaped a course to pass under the lee of Candia to take on board our provisions, it blowing very hard from the northward, with a heavy sea,

at 2.30, p.m. joined the Isis,—answered signal ‘keep your wind,’ made signal, ‘Rattlesnake has provisions for us’—‘Cambrian light, makes much lee way,’—kept our wind, and set the reefed main-sail—commenced filling salt water, which was continued the following day, and kept all possible sail on the ship, to get her to windward.

“On the 30th in the evening, communicated with the Isis, when I was informed by Sir Thomas Staines, that he had determined to detach the Cambrian immediately to the Ionian Islands, taking the Marines out,—discontinued filling salt water.


“January 31st.—In the afternoon the Marines being in readiness to go away—the barges hoisted out to provision the ship from the Rattlesnake, and I on my way to the Commodore’s Ship, the signal was made ‘prepare to engage’—Carabusa bearing at that time S. S. E. about two miles—wind to the southward and westward gradually hauling to the westward.

“The First Lieutenant got the anchors clear and closed the Commodore,—at four I returned on board,—the ship astern of the Isis lying to on the larboard tack: I informed the Master that ‘it was the Commodore’s intention to stand alongside the Reef firing his starboard broadside to destroy the

Pirate Schooners, then to tack in succession at the northern extremity of the Reef, and return along it, firing the larboard broadside.' The Isis then filled,—we were obliged also to fill to clear the Rock lying on the south side of the entrance; having shot clear of it, the main-yard was squared to increase our distance from the Commodore; a short time afterwards the Master reported to me the ship was drifting fast on the northern reef, which obliged me to fill; the Isis then about three cables length ahead of us; Cambrian at this time under top-gallant-sails, jib, and spanker,—hands in both chains,—the people at quarters,—the upper deck quarters ordered to attend solely to the working of the ship, and the main deck ready to fire when ordered; the Isis at this time was firing her starboard guns; soon after observed her in stays; in consequence, as I am informed, of the wind hauling round fast to the northward of west, and causing the ship to fall off so much, as to prevent her standing on the distance that had previously been intended by Sir Thomas Staines.

“I still continued my intention of passing to leeward of her, firing my starboard guns, and tacking in her wake; but observing her apparently to keep free along the reef, opening her larboard broad-

side which put it out of the question my attempting to pass to leeward of her, I ordered the Cambrian to be kept close to the wind, it being the opinion of the Master and myself that it was not probable that we should be able to weather her, and as I considered that by standing on, and falling on board of her, both ships must inevitably be lost, and considering that as a Junior Officer any accident occurring from a vain attempt to pass to windward of a Senior, when on the larboard tack, I should have been inexcusable, I ordered the helm to be put down, hauled down the jib, and finding from her being so light, that she came too very slowly, checked two feet of the head braces and fore-top bowline. I then became very apprehensive that she would miss stays, although the head-sails had taken aback ; about this time the Isis passing astern, and our ship having stern way, she took away our jolly boat, carried away the spanker boom, and stern davits, the ship immediately fell round off on the larboard tack, bringing the wind abaft the beam, with the ship's after-sail disabled ; the courses were immediately set, keeping the fore-sheet flowing, and head bracer roundly checked, to endeavour to bring her to the wind, but finding that before getting sufficient way, she would be upon the reef, threw all



aback, in hopes of opening the way into the passage ; in the act of making the stern-board her starboard quarter took a rock about her own length off the end of the reef—let go the best bower anchor to keep her from falling broadside on, which proved ineffective,—shortened and furled sails—sent the Master and Pilot to sound—down royal and top gallant yards, and top gallant masts—rove the top tackle gear—hoisted the boats out, intending to carry out our small bower, but the surf rendered it impossible to lay the launch under the larboard bow ; Camelion anchored on our larboard quarter, in the passage ; Rattlesnake let go two anchors on the larboard bow, in a position which my Master, after sounding, had previously pointed out to me as being the only one from which the ship might be hove off,—unbent the small bower and passed it up from the waist over the fore part of the booms, and through the after starboard forecastle port, the launch lying under the lee of the ship.

“ One watch getting the cable into the boat, the other striking top-mast ; surf and wind increasing ; got a warp from the Camelion, and set it taut to prevent the ships’ forging further on, and warps from the Rattlesnake to the Launch to haul her through the surf : obliged to slack the quarter-fast,

owing to the heavy surging of the ship, found much difficulty in coiling the cable, from the sea breaking heavily under the ship's lee bow, which had much increased as the water lowered : found the ship suddenly heel much to seaward, and settling fast over on her larboard broadside, at the same time striking so heavily, that there was much danger of the masts going, and falling inboard ; the sick were sent out of the ship. At this time the ship was bilged in two places under her main channels, which from her heeling, were awash with the waters' edge, the sea breaking in through her main deck ports nearly reaching her hatchways. I now gave orders to cut away the masts ; soon after it was deemed unsafe longer to remain in the ship, from the likelihood of her falling over into deep water ; night signals were made for the assistance of boats, and the Marines ordered to embark, for the purpose of being put on board the nearest ships, soon afterwards the idlers, and finally the remainder of the ships' company, Officers, and myself, accompanied by Captains Bridgeman and Cotton, who had refused, notwithstanding my entreaties, to go sooner."

Having thus given a narrative of the loss of the ship, Captain Hamilton proceeds to give his opinion of the conduct of those under his command.

“The ship’s company if possible, more than bore out the high opinion I had formed of them during the many years we have served together, on the most harassing, although most necessary duties, as well as in the excitement of a most glorious battle. It is with melancholy feelings that I recollect I am to day, to cease to command them. I give them a last tribute of praise. When so much was to be done together on board a ship beating on the rocks, not a man was found out of his place, or seeking to save his private property. The silence and order would have done no discredit to a ship working in the Port of Malta, under the eyes of an Admiral; no man attempted to leave the ship when in imminent risk of going over, except in the order directed by the First Lieutenant, and to this I attribute the saving of the whole ship’s company,—as well as the masts having fallen to windward (where the surf would not allow boats to come near,) instead of to leeward, which would have prevented their approach. Of my First Lieutenant, Master, and Officers, I shall not venture to speak, they do not need my praise, I should hardly find terms to express my feelings were I to attempt it.”

(Signed) G. W. HAMILTON,
Captain of H. M. late Ship Cambrian.

“I cannot recollect positively whether Commodore Sir Thomas Staines informed me, that the Squadron was to tack in succession; but when I left him, the impression on my mind was, that the Squadron was to do so. He certainly informed me that the ships were to fire in succession.”

G. W. H.

A Court Martial was held at Malta, on the 6th March following, for the trial of Captain Hamilton the Officers and Crew, for their conduct on the occasion of the loss of the *Cambrian*, and the Court gave it as their opinion that her loss was occasioned by her missing stays, and that no blame whatever attached to Captain Hamilton, or any of the Officers and Company of H. M. late Ship *Cambrian*—but that every possible exertion was made by them to save her,—and the whole were therefore fully acquitted.

Sir Edward Codrington in reporting the destruction of 11 of the Pirate Vessels at Carabusa, and the unfortunate but accidental wreck of the *Cambrian*, says in his letter to the Secretary of the Admiralty, —“however lamentable the termination of the career of a ship remarkable for a long course of important duties, I consider it a source of particular gratulation that our country may still benefit by

the future services of her distinguished Captain, and that of the Officers and Crew who have been trained under his example."

Sir Thomas Staines, of the *Isis*, in reporting the circumstance says—"I lament sincerely to acquaint you with the total destruction, in this service, of His Majesty's late Ship *Cambrian*, which, by missing stays when close in, struck on a rock at the entrance, and notwithstanding every exertion made by Captain Hamilton, his Officers, and Crew, as well as by the Hon. Captain Bridgeman, (whom I directed to anchor near him, in the *Rattlesnake*, and try to heave her off,) has become a complete wreck. I have the consolation, however, to be able to say that no loss of life has attended this sad accident."

On the 4th February, Sir Thomas Staines writes from the Harbour of Grabusa—

"In addition to my letter of 1st Instant, I herewith send a list of Piratical Vessels taken possession of and destroyed at Grabusa, on the 31st ultimo, and the 1st Instant.

"Prince Mavrocordato having arrived in the *Rattlesnake* from Count Capo d' Istriä for the purpose of making some arrangements relative to the Fortress, and being most desirous of preserving it from destruction, I have stipulated with that Prince,

that in addition to the taking possession of the Piratical Vessels, all the plundered property on the Island, or wherever found, shall be delivered up, as well as those individuals recognised as Pirates, having actually committed depredations of that description, and that the Government of Greece shall immediately appoint a new Government with a fresh Garrison of 250 men, pledging that no Piratical transaction shall take place, to, from, or in that Island in future.

“ I have despatched the *Camelion* to *Egina*, with the Prince, to forward and expedite the above arrangement.

“ I anchored in this Port on Friday Afternoon, after taking possession of the Vessels, all of which had their Guns loaded and primed, but no Guns were fired although we perceived men quitting them.

“ The Fortress is placed on the summit of a rock, between six and seven hundred feet from the level of, and perpendicular to the sea, two thirds of its circumference,—the other part leading with an excessive steep descent to a Table Land about half the height of the former,—the approach to which is almost as difficult,—and *all* commanded by the Fortress. There are not less than 6000 souls on the Island, upwards of 3000 Muskets, but such

misery and wretchedness I never beheld, many hundreds of them living in the holes of the rocks, with famished appearance and scarcely a rag to cover them. Amongst them, are 1900 men, of a wretched description, collected from various parts within the last four months, under the command of Hadjī Michalis, and Janni Halij, two Greek Captains, going, they say, on an Expedition to Sphakia, on the south side of Candia, but I believe this force has not been permitted to occupy the Fortress, indeed the whole Island appears to be in a state of anarchy and confusion not to be described.

“The eminence on the Candian side, which I proposed taking possession of and placing guns upon, is too far distant from the Fortress for shot to be thrown with effect, and shells only would have answered ; the distance I think cannot be less than a mile and a half, but I think more, and shall ascertain it.”

In a subsequent letter dated 5th February, 1828, Sir Thomas Staines reports, that the preceding day a gale of wind came on from the S.W., which continued during the night with a very heavy sea, and completed the destruction of the Cambrian, and that she had gone entirely to pieces.

The following is a list of the Piratical Vessels, lying under the fortress of Grabusa, taken possession of, or destroyed, by the united British and French Squadrons, under the orders of Commodore Sir Thomas Staines, K. C. B., on the 31st January, and 1st February, 1828.

Two Schooners,—Sunk by shot.

One do. Blown up.*

Three do.	}	Fitted out for the conveyance of the crew of His Majesty's late ship Cambrian, to Malta.
One Brig		

Three Schooners	}	Burnt.
One Brig		

Total Eleven. The whole of them were fitted up as Cruizers, and from their construction, were admirably adapted for that purpose, being capable of going to sea, with complements of from fifty to eighty men.

(Signed)

T. STAINES, Commodore.

* One of the fastest and that which has committed the greatest number of depredations. She was formerly called Tombasis Schooner, and on one occasion was chased by the Pelican upwards of 300 miles.

CHAPTER IV.

Return to England in the Warspite.—Appointment to Madagascar,—Promoted to Rank of Lieutenant, and joins the Blonde,—Fire at Constantinople,—Ascent of Mount Olympus.

THE loss of his little property, and the many *souvenirs* he had collected for his family and his friends,—together with his books, and sketches of different places he had visited in the Archipelago, and of which he had taken a great number, was a severe trial to a mere youth on his first cruize, but was borne with much composure.

He had however saved a Quadrant which had been given to him by his Father, and upon which he set the greatest possible value. Lying on the ground with this Quadrant for his pillow he remarked to a messmate that he was the happiest fellow in the world, for that was all he possessed. I have a strong impression upon my mind, amounting almost to a conviction, that he saved this Quadrant by swimming into the hold of the Cambrian

as she laid over on the ledge of rock and taking it down from the beam on which it was hanging, *after* having quitted the wreck, with the rest of the Ship's Company.

Mr. Barrow was placed in charge of one of the Pirate Vessels taken at Carabusa, and navigated her, under difficult circumstances to Malta, where he joined the Samarang, and remained in her from May to June: was then transferred to the Wellesley, for a few days, and thence to the Warspite, for passage to England, where he arrived early in October.

H M.S. Warspite, Spithead,

October 7th, 1828.

"We arrived at Spithead on 6th of this month, and as I have just missed the passing day at the College, I think it would be the best plan to stop in the Warspite till the 25th of this month, then join some sea going ship, and get two or three days leave, and about a week before the passing day, go to Mr. Bradley, *not* that I want it, but it is better to make sure, as I am determined to pass with full numbers. We left Malta on the 12th September, and have had rather a bad passage. I should like to go to North or South America, if there is a Frigate going out, and if there is any chance of the War-

spite going to the Mediterranean again, pray get me out of her, as I am not particularly happy on board. Sir Pulteney Malcolm advises me to pass as soon as I possibly can."

The Warspite was the Flag Ship of Sir Pulteney Malcolm, and after quitting the Cambrian, it is not to be wondered at, that he should have found himself uncomfortable, and the etiquette of a Flag Ship somewhat irksome. He was not fond of etiquette: and was on one occasion ordered to dine every day at the Captain's table as a *punishment*,—and a severe one it was to him.

On the 11th November, 1828, Mr. Barrow passed his Examination, at the College for Navigation, but had yet to undergo that for Seamanship: for which he had not served the requisite time.

He was now appointed to H. M. Ship Madagascar, which had recently been commissioned by Captain the Honble. Sir Robert Spencer, and was fitting at Portsmouth. He very early attracted the attention of his Captain, who on going on board, shortly after he had joined, found the young Midshipman, as he described it, "up to his elbows in the tar bucket," and considered him "one of the proper sort." He was very fond of everything connected with his profession,—and particularly in

the fitting out of ships, and was very skilful in rigging models, &c., in which he took great pleasure.

The following letters report the arrival of the *Madagascar*, and her proceedings, in the Mediterranean, on which station he was again destined to serve.

H.M.S. *Madagascar*, Corfu,

March 17th, 1829.

“In the first place we are very comfortable on board. Captain Spencer is liked very much, and we all go along very smooth. We left Malta on the 5th of this month, and arrived here on the 10th. We were in company with a Russian line of battle ship at Malta. They appear very jealous of the English. You may guess what sort of fellows they are, for before we had been two days at Malta, some of them were in company with our Officers, and they made a remark that their round-stern frigate, mounting 60 guns, would stand a very good chance with the *Madagascar*. Whether they meant because she has a round-stern, or only 46 guns, I dont know: I should think the latter, but we would soon take the shine out of her. They have taken two Turkish Corvettes, which have cost them fitting out at Malta, more than they were worth, for they will go down the first time they put to sea.

We shall most likely stop here some time, as the Captain lives on shore. It is supposed that the Ionian Islands is our station, which will be very pleasant, and we shall get our letters regularly. There are a great number of French soldiers in the haven still, but I believe they embark next summer. To-morrow we go to general quarters in the forenoon; it is my afternoon watch, and also my middle, so that I shall be on deck 12 hours, out of the 24, but as Jack says, "when duty calls we must obey," or, "growl you may, but go you must."

"An unfortunate accident took place the other day. An Officer, by the name of Richardson, belonging to the 51st Regiment, was walking home with one of his brother Officers, and when they got to the house, Mr. Richardson waited below till the other got a light. After some time, his patience being exhausted, he walked into the house, and unluckily stepped into a well. The Officer upstairs hearing a noise, went below to see what was the matter; not finding his friend where he had left him, he put one end of his cloak down the well, and told him he would haul him up, but not getting an answer, sent a man down to see if he was there. There happened to be a dead dog in the well, and finding no one, they were led to believe it was the

dog that had occasioned the noise. His friend went out to look for him, and was out till 3 o'clock in the morning, when in searching the well again, they found Mr. Richardson stiff. He was buried this morning, and several of our Officers attended his funeral."

Corfu, H.M.S. Madagascar,

April 25, 1829.

"There is no news at all. We are all very comfortable on board. We shall most likely be at Corfu on the sixth of August, when my time is up, and I think I shall have Captains, Spencer, Bridgeman, and Mitchell for my passing Captains. We are very badly off for Mids, and one of them leaves us tomorrow. We went to Zante the other day. I went on shore and saw a very curious well. There was one foot water in it, and every minute you would see pieces of pitch apparently boiling; but it was as cold as possible. They say almost all the Merchant Vessels make use of it. The weather is getting very warm and we have worn white trousers the last month."

H.M.S. Madagascar, Zante,

July 21st, 1829.

"We left Corfu with the Lord High Commissioner on the 9th of July, and took him to Ithaca

on the 11th ; and on the 14th we brought him here, where he is at present, but I believe we take him to Corfu on the 25th, on account of Lady Adam being unwell. Our sick list is a little better than it was a month back, but it is still very bad. I went on shore the other day to see how the Currants grew. The whole cultivation of the Island consists of Currants, Figs, and Vegetables. There are very few Soldiers here, and those who are here are very miserable. There is no amusement whatever on shore, and the whole place is very dull.

“ You may talk about Captain Hamilton being peculiar, but *Bobby*, I am sure, beats him out and out : he is rather passionate as you may guess : he got into a rage with a Mid the other day, and after abusing him for a few minutes chased him and would have knocked him down, but the Mid knew him well, and ran up the rigging ; the Captain followed ; but being rather fat and warm, he gave it up, and went about exclaiming before all hands, “ what a fool I have made myself.” He gave me a most horrid *rubbing up* yesterday, and said it would do me good. Nobody cares about it, because we all get it in our turn, from the First Lieutenant down to the smallest boy.”

Notwithstanding the foregoing, young Mr. Barrow invariably spoke in terms of much respect, and seemed to feel a sincere regard and affection, for all the Captains under whom he had served. This was a peculiar trait in his character: nor was he the less remarkable for his friendship for all his Mess-mates—rarely speaking a disparaging word of any one.

On the 2nd September, 1829, Mr. Barrow passed his Examination in Seamanship before Captain Frederick Maitland, C.B. of the Wellesley, Captain Frederick Warren, of the Spartiate, and Captain W. F. Martin, of the Samarang, and took rank as Mate of the Madagascar. On the 28th of the following month, he was promoted by Lord Melville, to the rank of Lieutenant, and appointed to the Blonde, which ship he joined on 7th January, 1830, in the Dardanelles, having arrived there on that day in the Hind Cutter. On the 10th they made sail, and on the following day anchored in the Bosphorus, off the Dock Yard of Constantinople, at which place the Blonde was stationed for some months.

H.M.S. Blonde, Constantinople,

April 17th, 1830.

“I dined at the Palace the day before yesterday, where I met Mr. Parish.

“Last Monday I went with some of our Mids for a cruize in our launch, intending to reach the end of the Gulf of Nicomedia, but unfortunately when we were only ten miles from the land, one of our party was taken ill with the measles, and of course we made all sail for the ship, which we reached on Thursday, and now my gentleman is quite well again. Our trip was very pleasant till the accident took place: the country is beautiful, the woods coming close down to the sea, so close that one night we made the boat fast to a tree, where we lay till daylight. The Ambassador intends giving a grand ball on the 24th, instead of the 23rd, the King's birthday, as the ladies, (if I may call them,) wont dance on Friday.

“We have just heard of a report that no Officer is to be promoted without three vacancies occur. When you write, tell me all about it. The Russians have left Malta, and our Admiral has hoisted his flag on board the Madagascar. We daily expect our orders to join him. I have just received a letter from you dated 27th February, for which I return many thanks. The Ambassador told me Ibrahim Pacha had sent two horses to my father, a month ago.* We are all getting on

* Two beautiful Arabs, which were however declined.

well on board, and sail to-morrow at daylight, for a cruize. The Turks are fitting their fleet out, to attend the Sultan, who is going to a place called Bugkdevy, about twenty miles from here, up the Black Sea. I was never so much disappointed with any place, as I am with Constantinople ; the houses are small and dirty, the streets as bad, and it is impossible to walk one yard, without meeting two or three large savage dogs, which in the night fly at anybody who passes them. Two of our youngsters were almost torn to pieces, and would have been, had not some Turks beat the dogs off. I was coming down from the Palace, with one of my messmates, after dinner, when in a large burying ground we had to go through, three dogs attacked us : as luck would have it, we had our swords on, which drew a little blood from two, and the other gentleman *hauled his wind*.

“There was a grand fire at Constantinople last night, which *floored* about twenty houses. We have not yet heard the particulars of it. You may guess what a hole this is, about forty men’s heads have been unshipped since we have been here. When you next write, give me all the news about the Navy.”

Lieutenant Barrow distinguished himself on the occasion of the Fire above alluded to, although he makes no mention in his letter of having taken any active part therein. It broke out on the 2nd of March, close to the Dockyard, and a party was sent from the Blonde under his immediate command, with buckets and axes, and succeeded in extinguishing it.

In the month of May, the Blonde went on a cruize in the Sea of Marmora, returning to Constantinople. It is the lot of few to visit

—————"the bright abodes
Of high Olympus"————

but during this cruize Mr. Barrow was fortunate enough to ascend that Mountain. The following account is taken from one of the Newspapers of the day :—

"On the 18th of May, His Excellency Sir Robert Gordon, the British Ambassador, and His Excellency Count Ribeaupierre, the Russian Ambassador, with several of the Gentlemen attached to their respective Embassies, came on board the Blonde for a passage to the Gulf of Mondania, on an official visit to the Governor or Pacha of Busa, by whom they were received with every demonstration of respect.

“The Pacha’s Villa is handsomely situated at the foot of Mount Olympus ; but being desirous that the Ambassadors should have an ample view of the residence of the Gods and Goddesses of Antiquity, he caused tents to be erected, on a level spot, about half way up the Mountain, where he entertained (in a most princely manner and in the true Oriental style) his distinguished guests, and those by whom they were accompanied, among whom were Captain Lyons, Lieutenant Wynn, and Lieutenant Barrow. When the entertainment was over, the Gentlemen of the respective Embassies, together with the abovementioned Officers of the Blonde, commenced the arduous and adventurous task of ascending the upper half of the Mountain, a task which they fortunately accomplished without suffering any serious accident, after several hours excessive labour in clambering up rocks, crawling over broken flakes of ice, and wading through heavy masses of snow. the summit of the Mountain is about 2680 yards above the level of the sea, that is, about one mile and a half in perpendicular height. From this lofty elevation the Blonde, though at the distance of Thirty Miles, was distinctly visible in the Gulf of Mondania. As the Mountain is principally composed of marble rock,

its summit therefore presented no sign of vegetation—the whole appeared to be bleak and hopeless sterility. The south side of the mountain appeared to be perfectly free from snow, and in general remains so, during the summer months ; but the north side, on which the sun never shines, is wrapped in an eternal snow with ponderous masses of flaky ice.”

It would appear by the following extract of a letter from his Father, that he was one of five who reached the summit.

“Two days ago I received a letter from William, dated from the foot of Mount Olympus, in Asia Minor. He had been to the top of that celebrated mountain, up to the neck in snow, though in the middle of June. The party consisted of the English and Russian Ambassadors who embarked in the *Blonde*, which landed them in the Gulf of Mondania. Of fifteen that attempted the ascent of the mountain, *five* only reached the top, of whom of course he was one. The rest were Captain Lyons, Lieutenant Wynn, and two youngsters.”

CHAPTER V.

Discipline of the Blonde,—Appointed to the Belvidera,—Visits Alexandria and Cairo,—Interview with the Pacha,—Visits Sir Robert Spencer's Tomb,—Joins Belvidera,—Submarine Volcano.

ON the departure of the Blonde from Constantinople, in July 1830, Sir Robert Gordon, the Ambassador to the Porte, expressed to His Majesty's Government the sense he entertained of the services rendered to him by Captain (now Sir Edmund) Lyons, and of the merits of the Officers and Men of that Ship, to which Admiral Sir Pulteney Malcolm, added his own testimony, stating that the state of discipline of the Blonde was certainly highly creditable to her Officers and Crew.

The following is a letter addressed by the Ambassador to Sir Pulteney Malcolm, on receipt of which, he was informed that the Board of Admiralty "were highly gratified by these testimonials of the excellent discipline of the Blonde, and of the meritorious conduct of Captain Lyons,

his Officers and Ship's Company, and Sir Pulteney was directed to communicate their approbation to Captain Lyons accordingly."

Constantinople,

July 28th, 1830.

Sir,

"If I was simply to express to your Excellency my regret at the departure of the "Blonde" I should be far from doing sufficient justice to Captain Lyons and his Officers. It becomes my duty therefore to take this opportunity of expressing to you in the strongest terms the very high sense which I entertain of their merits, and the entire satisfaction which I have derived from their exemplary conduct during the fourteen months that we have been together at Constantinople.

"To you, who are well acquainted with the Blonde, I need say nothing of the perfect discipline and behaviour of her Officers and men which have been the admiration of this people, and have caused her to be held forth as a model to the Navy of this country.

"But what I feel particularly bound to mention is, the advantage which I have myself derived from her presence in the transaction of my business with the Turkish Government. The zealous co-opera-

tion of Captain Lyons has enabled me to re-establish a good intelligence betwixt the two Governments, which very possibly might not otherwise have been attained, and as my sentiments are already known to your Excellency upon this subject, I trust you will do me the favour not to overlook it in your communications with the Admiralty."

I have, &c. &c.

[Signed] R. GORDON.

His Excellency

Vice Admiral

Sir Pulteney Malcolm, K.C.B.

&c.

&c.

&c.

The period of the Blonde's service was now drawing to a close—and the Belvidera having been put into Commission by the Hon. R. S. Dundas, (Lord Melville's son,) Lieutenant Barrow was appointed to that ship, remaining on the Mediterranean Station, until her arrival there in May, 1831. In the mean time the smallpox broke out in the Blonde, and Mr. Barrow was unfortunate enough to be attacked with it, but nothing could exceed the kind attention he received from Captain Lyons, during his illness.

On recovering from the complaint, of which he always retained some slight marks, he availed

himself of an opportunity of visiting Cairo, while the Blonde was lying at Alexandria.

The following letter gives an account of his interesting trip.

H.M.S. Blonde, Malta,

February 3rd, 1831.

“Having now completely recovered from the small pox, I must make up for the shortness of my last letter, which when writing, I could scarcely hold my pen. I must first let you know, I commenced my duty on the 3rd of December, the day of our arrival at Alexandria, where we remained till the 22nd of January, waiting for Sir John Malcolm, whom we have now on board, for a passage to Malta.

“On our arrival at Alexandria, the Captain, very properly, put me in quarantine for fifteen days. This naturally made me rather melancholy, as three parties went on leave to visit Grand Cairo, and all curiosities in its vicinity. They remained from the ship sixteen days, and returned relating the greatest wonders of the world. While these travellers were away, (Captain Lyons being one of the number,) Mr. Briggs, the Consul, came on board, on purpose to see me, as he knows you very well. He behaved most kindly, and strongly advised me to see Cairo,

if possible : he said perhaps he should be there a few days after me. I could settle nothing till Captain Lyons returned, so had plenty of time to see Alexandria. This town, like all Turkish towns, is very dirty, the streets narrow, and the inhabitants numerous. Cleopatra's needles are outside the walls of the old town. The one which was given to England has fallen, but is still quite complete : but the hieroglyphics are not so perfect as on that which belongs to the French. We have a report they intend trying to remove their's, which is to be erected in Paris. It will give them a deal of trouble, and come to an immense expense, if they succeed. Pompey's Pillar stands about a mile and a half from the town. On the southern side the polish is completely gone, but the rest of the pillar has as fine a polish as could be put on a piece of granite.

“ On Captain Lyons' return, I mentioned to him the subject of my going to Cairo. He strongly advised me to go, could I possibly muster the money, so as I thought I was not to be laughed at, being the only one who had *not* seen Cairo, away I started, and arrived there in three days. Cairo is about the size of Paris, which piece of news I learnt from a gentleman who has seen both. The houses in one part of the town, are as high as any in Lon-

don, and from the outside appear as large: the streets are straighter but very narrow: in fact you may just clear the sacks on a camel's back, passing in the middle of the streets, whilst you are close into the side: the streets are certainly cleaner than any Turkish or Greek town I have yet seen.

“The Pacha's Palace is built on the highest part of the town:—it is a magnificent building, nearly square, with large windows on all sides. Mr. Briggs was kind enough to present me to the Pacha, who asked me several questions about our service. He also asked my opinion, how long it would take to make a good seaman:—my answer was, four years, provided the man was constantly at sea, and paid great attention to the management of vessels. He then said there was no wonder our navy was so much superior to that of any other nation, as we always gave longer time to learn than was really necessary, but his idea was, that three years, in the common way, was quite sufficient. I shall not let you know the rest of my trip, save that I saw the Pyramids, and thousands of other curiosities, which if I tell you now, would spoil my stories when I make one of the happy number at the table in No. 21, New Street, a place I wish to see with all

on the 4th Nov., 1830. His body was preserved on board that Ship and conveyed to Malta, where he was interred with Military Honors, at a public Funeral.

The Belvidera having arrived at Malta in May, Lieutenant Barrow immediately joined that ship, which after a two months cruise returned to Malta for repairs, &c.

H.M.S. Belvidera, Malta,

July 26th, 1831.

“We left this place on May 24th, and reached Napoli on the 30th, where we found my old Captain, (Captain Lyons,) and shipmates in the Madagascar. I regret saying, three of the Mids on board died the other day, Ponsonby, Norris, and Seagrove. From Napoli we went to Smyrna, but did not communicate as the plague was raging badly. From Smyrna we went to Acre, the far famed Acre, but did not go on shore, for the same reason as at Smyrna. From what I saw from the ship it proves how gallantly it was protected by Sir Sidney Smith and his squadron; for the batteries though in good order, are badly constructed, and very thin: in fact, one shot from our ship would have levelled six or seven yards of wall.

“ From Acre we went to Beyrout, at which place the plague was worse than at either of the others. On the 25th of June we anchored off Alexandria. Pompey’s Pillar remains in the same latitude and longitude as when I last saw it. The place is altered very little. A few mud walls are built on the sea-side of the town.

“ When we were there, the Egyptian Fleet being ready for sea went through a very pretty ceremony. The Englishmen serving under the Pacha, called it swearing in :—I know they made me swear. The Admiral of the Fleet, Mahomet Ali, and the Captain of the ship, read a piece of paper, stating that all the men would obey their Officers, never desert the Pacha, and die before they allowed their flag to be struck. After this was read, the ship’s company put their right hands out, and called Alla, Alla, to be their witness. They then hoisted their Ensigns, and every ship in the Harbour, which consisted of 45, fired 19 guns. This went on for three days, beginning at 4 o’clock in the morning, which I think you will allow, was enough to make a trooper swear after keeping the middle watch. We left Alexandria on the 6th of this month, and arrived here on the 23rd, where I was happy to find two letters from you.

“An extraordinary phenomenon was seen the other day, between Sicily and Malta, in latitude $37^{\circ} 9'$ North, and longitude $12^{\circ} 45'$ East. Several vessels were near the same latitude, when a heavy explosion took place, which was felt about thirty miles off. This happened in the night, and at daylight a volcanic island was seen: its height was about 20 feet, several vessels have been to survey it, but the heat from it prevents any boat from landing; the Tender is there now. We had a report that it had sunk, but I believe this is not true. There is no doubt it will settle down, as there are 40 fathoms water within 20 yards of it.”

The little Island thrown up by this sub-marine explosion, was called Graham's Island, in honor of Sir James Graham, who was then First Lord of the Admiralty. It remained a few years above the surface, during which period it continued gradually to subside, and at length totally disappeared, there being at the present moment, no less than 37 fathoms over the spot.

CHAPTER VI.

*Belvidera refits at Malta,—Proceeds to Napoli,—
Night exposure in a boat,—Singular case of a
Fork extracted from the back of a Seaman,—
Promoted to Rank of Commander,—Arrival in
England.*

THE *Belvidera* being under repairs, the following letter was written on shore, where he was never so happy as on board Ship :—

Rat Hall, Malta,

August 26th, 1831.

“We are all turned out of the Ship for the purpose of repairing and painting her. Our mansion is so infested with Rats, and having no previous name, we christen it *Rat Hall*. This is the worst time out of the three years. I hate kicking about, and am always uncomfortable out of my own Ship.

“The Turks have at last succeeded in burning to the ground the chief part of Constantinople.

The whole of Pera, Topna, and Galita are burnt, with the exception of our Ambassador's house. The Greeks are worse now than they were before. In fact they will not be governed except by Martial law. Capodistria ordered the whole of the Greek Fleet to be prepared for sea, to quell a disturbance that took place at Syra. The chief of their sailors being Hydriots, who were very discontented, set to one night and burnt the most part of the shipping. The Russian Admiral being present with two ships tried to quiet them, in doing which, killed five men, and wounded 40 or 50. The Kent and Madagascar have sailed for Poros, where this took place.

"The people in this part of the world talk of nothing but war, still it is a long time coming. When it does come, there will be a terrible smash. I called on Sir Henry Hotham the day before yesterday, and have the honor of dining with him to day. We are all in the dark with regard to what is going on at head quarters, but like most sailors are anticipating the pleasure of some day finding the Belvidera alongside a Russian Fifty-Gun Ship up this country.

"Graham's Island is increasing fast, but the eruption decreasing."

The next letters are dated from Napoli. Whilst in that part of the Archipelago he was exposed to some hardships, as may be gathered from the annexed extract of a private letter from Mr. Armstrong (now Master Attendant of the Royal William Victualling Yard) who was the Master of the Belvidera—

“ He seldom spoke of anything that he had taken an active part in, particularly if it was likely to get him credit. While with us he went down the Gulf of Napoli, on duty, expecting to be away only an hour or two, but the boat’s-crew and himself were out all night. He had only his thin trowsers and jacket on. I went to meet him, (they having a foul wind back.) At about seven o’clock in the morning we fell in with them, when they were about six miles from the Ship ; and when I gave him a glass of porter and a piece of buttered roll, he said, “ Jimmy old fellow, you have saved my life,” I gave his boat’s crew a glass of grog and some biscuit, for which you may be assured I had the thanks of all the party. They had pulled about forty miles, and William, from sitting without exercise, was quite blue in the face, but the porter and grog did wonders, and they soon after got on board.”

H.M.S. Belvidera,

Napoli di Romania,

November 14th, 1831.

“My old Ship [the Madagascar] sailed from England without my being able to write by her. Should my old messmate Sankey,* (now Commander Sankey,) call on you, I hope you will not forget his kindness to me.”

H.M.S. Belvidera,

Napoli, Dec. 19th, 1831.

“We have had rather a pleasant trip to Athens, and saw the works of those Eastern Savages. The whole town is laid waste, and scarcely twenty people living near it.

“We have a large Squadron here now, what with the French and Russians we nearly fill the Harbour up.

“There is no news here, we are waiting the arrival of our Ambassador, and a new King cut and dried for Greece.”

H.M.S. Belvidera,

Napoli di Romania,

17th February, 1832.

“Greece is as far from being settled as it was at

* He was very much attached to this Officer, and to many other of his messmates, the present Captains Anson, Tryon, &c.

the beginning of the revolution. There are so many parties all wishing to govern, and none can make up their minds to be governed. There is a report that the Romeliots and Moreots have had a battle. The Greeks say, two hundred were killed on both sides, but it is most likely about five might have been killed.

“Several prisoners who were put into prison for political affairs have escaped, and the Government (if I may call them) have found out another intrigue which was to be carried into effect for the riddance of Capodistria, but as it has happened, was unfortunately balked. It was intended that one of the chiefs should give a ball, to which it was most likely he would go, but on his way he was to have been stopped by a body of men. Two were to get into the carriage with drawn daggers, and were sworn to murder him if any thing happened, while one was to take possession of the box, and others clap on two more horses, with plenty of guards. This is the way he was to have been trotted out of the country. All this failed, as the President did not go to the ball.

“We have been here so long that though in a most interesting part of the world it makes it rather dull, nor do we expect to start till the arrival of

the Madagascar.* When she comes out, every body expects to see the prettiest thing that ever sailed from England.

“The French Admiral arrived here the other day. We have had nothing but visiting ever since. He is a very popular man and was Captain of the *Armide* at Navarino.

“The unfortunate remains of the late Capodistria are not yet under the sod, but shewn about like a Bengal Tiger. I believe the only way Greece will ever be settled is, as our old pilot says, hang all the chiefs and then send a King out with plenty of Soldiers.”

H.M.S. Belvidera,

Belvidera's Anchorage,

March 17th, 1832.

“We have at last tripped our anchor. His Majesty's Ship *Scylla*, has dropped her anchor for an hour, to inform us that a Prince is on his way out to Greece, (alas! poor fellow,) which is our only chance of forwarding our letters to Malta in time for the packet, therefore you must excuse the briefness of this scrawl.

* The Madagascar was re-commissioned by Captain Lyons on her arrival in England, and again sent out to the Mediterranean.

“You asked me in your last letter, for an account of that extraordinary business of a steel fork growing out of a man’s back. The best I can refer you to, is the same you sent me, and as for the truth of it, I can only say I saw the man with the fork half in and half out. As to his knowing nothing about it, it is not the fact, for when he recovered, I took him by surprise, one day, and asked him if he was not wounded in a pot-shop row, to which he looked bewildered, and stammered out, no : but I have no doubt that was the way he got the fork into his back. It was about two inches and a half long, with two prongs, one was broken. It was not rusty when it came out.

“I am sorry to hear that the cholera is in London. Give me the particulars when you next write.”

The story of the fork alluded to being singular, and of some little interest, the annexed statement is extracted from the *Lancet*.

“CASE.*—Robert Syms, aged 23, was entered on the sick list of H. M. Ship *Belvidera*, about the middle of June, 1831, complaining of pain at the inferior angle of the right scapula. On probing, I felt what I first thought was the edge of the scapula, but, on more minute examination, something black

* From the report of Mr. Burnes, Surgeon, R. N.

and shining was seen in the wound. It being evident that there was some foreign body in the wound, the opening was enlarged directly upwards, and a piece of steel, about the thickness of a common ram-rod, presented itself, but resisted strongly any efforts to extract it. Being unwilling to put him to further pain, while there was a chance of its coming away by poulticing, and pulling it with the forceps daily, this gentler course was agreed on, in preference to making a further enlargement of the wound. Being questioned as to the nature of the piece of steel, he expressed himself as much astonished as we were at its presence, and said he should not have known it, had we not told him, and had he not felt pain, from our pulling it with the forceps. He had never been in action, having been only two years in the King's service, nor did he recollect having received any wound by which any thing of the kind could have been introduced. About two inches below the opening made, we observed a small white speck, or mark, rather resembling the mark left many years after vaccination, than a cicatrix of a wound. This was the only vestige of anything like a wound that we could detect in his back.

“I made a deep incision of about three inches in length, over its course upwards, using it as a di-

rector, when it was easily extracted, and found to be a common kitchen fork, broken off close to its handle, and with one of its *two* prongs wanting about an inch from its point ; it was blackened, and in some degree, rusted. It seemed to have been retained by a bridle of muscular fibres embracing its shoulders, for it was immediately liberated when the part was divided by the knife.

“The wound was dressed simply, and healed so soon, that in ten days the man was doing duty in the boats and aloft.

“Strange as it may seem, even after its extraction, the man persisted in adhering to his original statement of his being ignorant, how and when it had been introduced ; and during the two months I remained in the ship, I was not able to gain further information on the matter.”

“No rational person (observes the Editor of the *Lancet*,) can for a moment suppose that the ignorance of the man was real. The wound caused by the introduction of such an instrument must have been in the highest degree severe, and an effort to withdraw it appears to have been the cause of the forcible fracture near the handle.”

H.M.S. Belvidera,

Napoli de Romania,

April 16th, 1832.

"I now and then fall in with a Greek Gentleman whom I knew in the Cambrian, and get all the news from him. He told me to day, that he knew the Romeliots were fond of the English, liked the French, and hated the Russians as much as I do, which is most *cordially*.

"We are of course pretty well tired of this place, but like all Englishmen, are determined to make ourselves perfectly happy, in which we have succeeded well, but more to the annoyance of the poor Frenchmen, who do not understand a hard cricket ball. Two or three of them dined at our mess the other day, and all declared it was a cannon ball English played with, and not a ball for cricket."

H.M.S. Belvidera,

Napoli di Romania,

June 4th, 1832.

"I am very glad to hear of the old Officer of my watch (Sankey) being employed, and in such a fine Ship as the Vernon. He is a very fine fellow, and is liked wherever he goes. As you may see, our stay at Malta was not long, and, thank

goodness, our stay here will not be much longer, for we sail to-morrow for a three weeks' cruize, which will do us all the good in the world.

“These unhung villains, the Greeks, are getting worse than ever. Scarcely a week passes but we hear of some piracy being committed. You may guess the state of the country, when I tell you, that I went 17 miles up, and every village I passed was deserted. The other day one of Grieva's men stole a sheep from a poor peasant. On being found out, Grieva sent for him, and proving the theft before his face, drew his knife and cut the thief's throat with his own hand, and then sent to the three residents to say he had done it, on purpose to shew his honesty. So much for the laws of Greece.”

On the 9th May, 1832, Lieutenant Barrow was promoted to the rank of Commander,—Sir James Graham having ordered the following Memorandum to be placed on the records of the Admiralty.

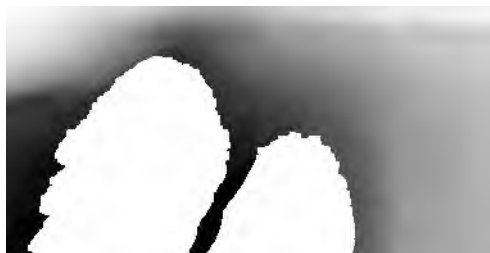
9th May, 1832.

“Before retiring from the Board I am anxious to testify my respect to Mr Barrow, and to mark my sense of his faithful services, and of the assistance which I have received from him in my public duty.

"With the permission of His Majesty, I wish therefore to promote his son, Lieutenant William Barrow, to the rank of Commander, as a special favour, independent of the routine of promotion in vacancies."

(Signed) J. R. G. GRAHAM

Immediately on hearing of his promotion, and obtaining his discharge from the *Belvidera*, he took a passage in the *Lady Emily* Yacht, from Malta to Marseilles, where he arrived on the 1-6th July, after a tedious voyage of 14 days, and proceeded per diligence and mail-coach overland to England, via Lyons, Paris, and Boulogne, starting on the 18th, and travelling day and night, arriving in New Street on the 28th. "Finding the family out of town, I booked myself" he says in his Journal. "per mail to Portsmouth, and on the 27th arrived at Sir George Sturton's son, Leigh Park, where I saw my Father and Mother, after a four years' trip."



“With the permission of His Majesty, I wish therefore to promote his son, Lieutenant William Barrow, to the rank of Commander, as a special favour, independent of the routine of promotion in vacancies.”

(Signed) J. R. G. GRAHAM.

Immediately on hearing of his promotion, and obtaining his discharge from the Belvidera, he took a passage in the Lady Emily, Yacht, from Malta to Marseilles, where he arrived on the 14th July, after a tedious voyage of 14 days, and proceeded per diligence and mal-poste overland to England, viâ Lyons, Paris, and Boulogne, starting on the 18th, and, travelling day and night, arriving in New Street on the 26th. “Finding the family out of town, I booked myself” he says in his Journal, “per mail for Portsmouth, and on the 27th arrived at Sir George Staunton’s seat, Leigh Park, where I saw my Father and Mother, after a four years trip.”

CHAPTER VII.

On Half-pay,—Trial of the Dee and Salamander Steam Vessels,—Proceeds to Copenhagen,—Returns through Holland,—Appointed to H. M. Sloop Rose,—Ordered to the East Indies,—Crosses the Line,—Touches at Madeira, and Cape of Good Hope,—Arrives at Bombay.

WITH a mind devoted to his profession, and having passed all his time in active service at sea, since entering the Royal Navy, it will be no matter of surprise, that Commander Barrow very soon got tired of the shore, and was full of anxiety to get afloat as Commander. He was now little more than 22 years of age, and his rapid advancement precluded all hope of his being immediately employed. It was not in short till the summer of 1834, that the object of his ambition was attained, when he was appointed to the command of H. M. Sloop Rose, the Quarter deck of which Vessel was the first he had trod on entering the service, a somewhat remarkable coincidence, to which doubtless his mind

(for he was of a thoughtful disposition,) would often be carried back, and to the days of his boyhood, as he paced the Quarter deck of his own ship.

During his residence on shore he amused himself with rigging models, drawing, &c. and being fond of music, played upon the flute, and the key-bugle, which latter instrument, I fear, tended rather to impair his health. He was fond of exercise, and used to walk and ride daily, but there is no doubt it was an irksome life to him. However he managed to get a short cruize to Plymouth in one of the large Steam Vessels, the Salamander, which he seemed much to enjoy.

The following letter gives an account of the trial of that vessel, with the Dee. At that time, these were two of the largest Steam Vessels in the British Navy, such vessels as the Terrible of 800 Horse Power, not being thought of; the Dee was 200, and the Salamander 220 Horse Power.

Exeter, March 6th, 1833.

"I arrived here last night, after having spent a delightful cruize; how I am to repay Captain Austin, I do not know. We left Woolwich on Saturday in company with the Dee. In running down the river, we were for two hours paddle-box and paddle-box, or, as a jockey would say, neck and neck. It

was impossible to decide which vessel had the preference in still water. The little difference that was perceptible, was occasioned by the bad steering of the one or the other. In the evening we kept our station a-stern of the Senior Officer. At about 8 o'clock we were off the Downs. Austin took me on board the Admiral's Ship. I saw Sir Pulteney Malcolm, who kindly offered me a trip in his ship, whenever I should feel inclined. We kept our station all night, and on Sunday morning found ourselves off Brighton. The wind had freshened a good deal, which occasioned a heavy swell. As this was the first trip our stokers had taken on blue water, they were all done up with sea sickness, and very nearly let the fires go out, so from our want of steam, the Dee got a long way a-head of us. In the afternoon we sent blue jackets to act as stokers, and set our fore and aft sails, and main-top-sail. The wind increased, the Dee made sail, but the *long Sal*, as the sailors call her, overhauled her fast. We were then running with the wind on our quarter, and every body allowed we had the advantage. In the night the wind shifted to the westward, and the swell increased. We furled our sails, and on this point we certainly had the heels of the Dee, (going head to wind.) On Monday at 11 o'clock we got into Ply-

mouth Harbour. During our cruize the Salamander behaved very well, rolled easy and shipped very little water in comparison with the Dee. Our average expenditure of coals was 17 bushels an hour, and it took 25 to get the fires up at starting. With steam and sails we got 9 knots out of her, in smooth water ; with sails we went 8 ; the revolving motion was 19 times in a minute at full speed, and 12 at half speed. The Dee, you must bear in mind, has been in constant employ 9 months, and there is no doubt she is in her best trim, her engine in the best order, and is much lighter with regard to provisions, &c., than the Salamander."

In the summer of 1833, Commander Barrow obtained leave of absence to go abroad, and accompanied Mr. Rouse and myself to Hamburgh, and thence by Lubeck, to Copenhagen, where he remained a few days with us, and returned to Hamburgh by Kiel, whilst we extended our travels to Norway. He appeared to enjoy this little trip very much, and it was with great regret we parted.

From Hamburgh he proceeded to Harburgh, Osnaburgh, Utrecht, Amsterdam, and Rotterdam. Amongst his papers was a nice little narrative of his month's tour, for he was not longer absent, expecting every day to be appointed to the

command of a ship,—but I regret to say it has been misplaced, and I cannot therefore avail myself of it. He made several drawings—one, of the Palace at Copenhagen. In a rough note book the following somewhat characteristic entry occurs :—

“ Amsterdam,—saw a Soldier, knapsack and all, go against the wall, put his helm hard a starboard,—gathered fresh way,—and went on his beam-ends, slap into a window.”

He certainly possessed, as Dr. Inman remarked at the College, a fund of genuine humour which displayed itself on all fitting occasions, of which, this *flying Dutchman* was one ; and is not perhaps inferior to some of Captain Marryat's, in his novel of *Peter Simple*.

On the 2nd June, 1834, Commander Barrow was appointed to H.M. Sloop *Rose*,—the first Ship as has been already observed, in which he joined the Profession.

She was Officered and manned as follows, viz :—

H. M. Sloop Rose 18 Guns.

Complement 110 Men.

Commander William Barrow.

Lieutenants { Gower Lowe.
R. A. Cartwright.

Master* John Scott Taylor.
 Surgeon Edward Jeffery.
 Purser Henry Brenton.
 Assistant Surgeon Alexander Lyon.

Mates and Midshipmen.

Thomas Davies.		R. M. Robertson.
T. C. Hodgson.		F. W. C. Hickey.
D. H. Mc. Neill.		H. T. Vernon. Vol.

The Rose fitted out at Sheerness, sailed on the 9th August, and called at Spithead on her way down channel, which gave Commander Barrow an opportunity of seeing his parents, who were at Leigh Park, and who went on board his vessel to see him, for the last time. I took my leave of him on the day he went down to commission his ship at Sheerness, being myself on the point of sailing on a voyage to Norway and Iceland, in the Flower of Yarrow Yacht, and was to embark at Liverpool in a few days.

The letters he wrote home from time to time are a complete record of his proceedings in the Rose. She was ordered to the East Indies, and the first letter here inserted gives an account of his voyage out to Madeira and the Cape, and arrival at Bombay.

* Mr. Taylor having subsequently invalided, Mr. Brehaut was appointed acting.

It would far exceed the limits of this little private memoir to print the journal* which he kept, but a few extracts may be given from it hereafter.

H.M.S. Rose,

September 8th, 1834.

Lat. 17° 57' N. Long. 26° 9' 30" W.

"It is my intention on commencing this, to write to you more in the form of a journal than letters, in which I shall state anything worth noting, as also our good or bad luck, with whatever I may fancy will interest you. In my last letter I made no remarks about Madeira on account of the short notice we had of an opportunity of writing. I believe I mentioned having met Lord Yarborough, who treated me very kindly, and the kindness I experienced from Mr. Gordon to whom I had a letter of introduction from Mr. Murdoch.

* "On the 4th June 1834, I hoisted my pendant on board H. M. Sloop Rose, then in dock at Sheerness On the 6th August, I slipped and anchored in the Little Nore. On the 9th made sail for Portsmouth, where I arrived on the 11th. On the 18th we took our last farewell of Old England,"

"Our trembling pendant still looks back,

To that dear land we're leaving."

M

“ We anchored in Funchal Roads on the evening of the 29th of August, after making a passage of 11 days from the Needles. Early in the morning of the 30th, I rose to have a look at Madeira, a place I have heard so much of, and had long wished to see. At the first sight I was highly gratified at the beautiful appearance of both town and country from the ship, but on landing to pay my respects to the Consul, got more disgusted with the place every step I took. The town is dirty ; in the centre of the streets are gutters or repositories for all sorts of filth and nastiness. In the morning, but not before the sun has had its effect, this is washed away by a rush of water led from the mountain. It is very necessary in walking the streets, particularly in the forenoon, to keep your eyes well above you, for the common phrase of *Gard de l'eau* is hardly ever made use of, though its utility is often felt.

“ Some of the houses are large and well built, more especially those inhabited by English Merchants, most of whom have pretty country seats on the side of the hill, at the back of the town, at short distances from one another till they reach near the top, (most of these are let or lent to invalids,) so that a person may choose his own temperature. While the thermometer stands at 87° in the town, about

half way up the mountain it is at 64° or 65°. The country is well cultivated, chiefly with vineyards, the soil is rich, of a reddish colour. Round each vineyard is built either a stone wall or pillars about 2 feet high, for the support of small beams to which the vine is trained; this keeps the grapes off the ground, and allows the bunches to ripen equally. The roads are all paved with round stones. It is strange the rate at which the horses ascend and descend the hills: they are peculiarly shod with high heels and long headed nails in their shoes: the animals are small and very active.

“The inhabitants are a muscular, dirty race: they wear in general a dirty brown smock, the legs of their trousers tucked up to their knees, a pair of slippers and a small cap, not unlike in shape to Mr. Nash’s Steeple at the top of Regent Street. I do not think I met a man or boy without a stick of some sort in his hand, which they make use of in carrying weights, driving bullocks, &c. The young men who accompany a party to look after the horses, are particularly noted for their swiftness in running. By merely holding the horses tail with one hand they will keep up at a full gallop for some distance, and after following the horses a whole day they return apparently as fresh as when they started.

“The roofs of the houses are different from any I have ever seen, the tiles being concave in the lower tier, and convex in the upper, so that no water can possibly enter. Having no mortar they are obliged to lay a number of heavy stones on the tops of the houses to keep them on in bad weather; the tiles, as well as many other necessities, are imported from Lisbon, the duty on those made in the island being very heavy.

“I had the pleasure of dining with Mr. Gordon, an old resident at Madeira. On conversing with him as to the support the Islanders gave the Government, he related to me a barbarous mode of proceeding, which every Government at Lisbon have made use of, when wanting a reinforcement of either soldiers or sailors. It is as follows:—A man of war is sent to Madeira with a party of soldiers who are landed and take by force any men found in the streets: after procuring as many as wanted, they are shipped, and conveyed to Lisbon. It has frequently happened on their arrival, the disturbance or cause for a reinforcement has been quelled: these poor wretches have been landed without a friend in the place, and have either died from starvation, or been put into prison as a nuisance.

“(7th Sept.) On the 2nd of September, at 4 a.m. we sailed from Madeira with a fair wind. Nothing remarkable has yet occurred. Yesterday two flying fish were caught and cooked for my breakfast.

“(8th.) This evening got 11 knots out of the old ship, going free under single reefed top sails, and top gallant sails, and am fully convinced she sails well in her right trim.

“(17th.) After losing several hooks, hauled a shark in, 7 feet long: the pilot fish are still cruising round the ship: before the shark touched the bait, these pilot fish went continually backwards and forwards from bait to shark as if communicating. One of the Officers who caught a shark, told me when the shark found itself hooked, it turned round and spitefully snapped at the pilot fish.

“(21st.) 7.30 p.m. Fell in with H. M. Steamer Pluto. The Lieutenant commanding her was on board a few minutes, which opportunity I availed myself of, by letting you know all hands were well.

“(28th.) We are all heartily tired of the continued variable winds, but are in great hopes of crossing the line on the 1st, in $22^{\circ} 50' W$. I am happy to say we are as yet very healthy.

“(29th.) We have at last found the S.E. trades, and tomorrow before sunset expect to see Neptune on board. We have been greatly detained by variable winds, but please God shall have better fortune in South Latitude.

“(October 1st.) Yesterday at 6 . 0 p.m. a sail was reported on the weather bow, which proved to be Neptune’s Ship. At 8 . 0 p.m. a messenger was sent on board, with a letter to me, stating his intended visit, which took place at 9 . 0 a.m., this morning. He presented me with a fish, and I in return, gave him two bottles of rum : after going through the motions myself, all hands who had never visited these regions before, got a good scrubbing. Amphitrite was the ugliest man in the ship, rigged as a woman, and Neptune’s child, the ugliest boy, who, when Neptune told him to kiss a favorite, got his cheek between his teeth and bit him hard. I observed all the most useless people we have on board got the worst treated. At 11 . 0 a.m. after every man and Officer were well wet through, Neptune and his gang took their departure, and now we are free men in Latitude $2^{\circ} 40' 0''$ S., and Longitude $22^{\circ} 16' 0''$ W.

“(3rd.) This day we have been four months in commission, and I think few ships can boast of be-

ing in Latitude $6^{\circ} 21'$ S. and Longitude $23^{\circ} 40'$ W. in so short a time. Considering where we fitted out, and every circumstance, I feel convinced I have not injured the service by delay: should I be fortunate enough to please the Admiralty and my Commanding Officer I shall be content, and you may rest assured nothing shall be wanting on my part, to prove to the good people of England that I am worthy of the command given me, on account of your long and unwearyed services. It will please you much to hear that Lowe* is in my opinion a perfect Officer. He works hard, is a little too strict, but that is softened down by gentlemanlike conduct. He is every thing I could wish, in fact, so are all my Officers, and I trust it may be my lot never to fall in with a worse set.

“(30th.) We are now within three days sail of the Cape, provided the wind lasts. We have experienced two heavy gales of wind, one scudding under close reefed top-sails and foresail, the other lying to under close reefed main top-sail, and storm stay-sails: the good old Rose behaved exceedingly well, and I am sure there is not a better sea boat

* The late Commander Lowe, whose father was a midshipman of the Lion, when Sir John Barrow accompanied Lord Macartney's embassy to China.

going : she sails well, having overhauled every thing we have seen.

“ This morning one of our boys fell overboard : it was with great difficulty we picked him up : this, I am happy to say, is the first accident that has happened since we left England.

“ (Nov. 6th.) *Simon's Bay, Cape of Good Hope.* We anchored here on the morning of the 3rd ; when I had set all things going, I rode to Cape Town ; after calling on the Governor, I made my appearance to Mr. Truter, who received me very kindly.

“ We are very busy repairing damages and getting provisions, and shall sail, if the wind will allow us, on Monday the 10th. The gales we experienced reached this place : six vessels out of nine were lost, and two came in dismasted.”

H.M.S. *Rose*, Dec. 14th, 1834.

Lat. 13° 23' S. Long. 68° 30' E.

“ Our stay at the Cape of Good Hope being so short, and having plenty of work, getting provisions on board, &c., prevented my seeing much of the place. I succeeded however in spending two days at Cape Town, which is twenty-five miles from the anchorage in Simon's Bay. I called first on the Governor, with whom I dined that evening, and then on Mr. Truter. Peter Truter luckily was standing

at the door, and recognised me immediately ; I was introduced to a long string of cousins, who treated me very kindly. I put myself under Truter's convoy to visit the *lions* of the place, which, by the way, are not very numerous. We first went to the Museum : it is small, but well worth seeing : the best and chief collection is of birds, they are numerous, and of great variety ; amongst the small ones, the Cape King-fisher struck me as being by far the most handsome. About five miles from Cape Town a very pretty villa was pointed out to me as having been called, until very recently, " Barrow's Delight," Mr. Truter informed me, on account of your preferring to live there to any other place. At the back of the Government House they are erecting an English Church, which, when finished, will be the finest building in Cape Town. It appears strange that so long as the English have had possession of the Cape, they should not have built a church of their own before, but have been obliged to perform Divine Service in the Dutch church, after the Dutch service is over.

" We sailed from the Cape on the 11th of November.

" (December 26th, Lat. 2° 5' S.) Yesterday being Christmas Day, every Officer in the ship,

amounting to fourteen in number, dined with me. It was highly gratifying to see the friendly terms they were all in, one with the other. The good old *Rose* overhauled in a very short time, the *Africanus*, merchant vessel, supposed to be a fast sailer. To give you an idea how bad speculation for merchant vessels must be in this part of the world, she left London in June with a general cargo, which she discharged at St. Helena, from there the Captain, who is also owner, went to the Cape of Good Hope, for another cargo: after waiting some time without success, he sailed to seek one at the Mauritius, but finding so many vessels there, and freightage so low, he is now on his way to Bombay, flying light: the poor fellow has to keep eleven men in pay, as well as his craft of 211 tons.

“(January 21st.) We have at last made the Coast of Malabar, after knocking about five weeks against the N. E. monsoon. I have been obliged for this last ten days to put all hands on two-thirds allowance of water. We have now, I am happy to say, got Goa right ahead.

“(Bombay, Feb. 7th, 1835.) I anchored here on the 21st of last month: the Admiral* received me very kindly, he has been very unwell, but is now

* Sir John Gore.

mending. Every thing seems to be in a bustle here, I have my orders to sail to-morrow for Columbo, and, according to circumstances, from there I go to Madras, or the Straits. I shall write to you from Columbo. The new Governor is not yet arrived, but is expected every day.

“A fine China ship arrived here yesterday. Captain (now Sir Henry,) Hart, of the *Melville*, has kindly offered to take any thing home for me.

“I am sorry to say, our Surgeon, (Mr. Jeffery,) has been ill ever since we left England; he is now invalided. We have, on the whole, been very healthy.”

Bombay, H.M.S. *Rose*,

January 27th, 1835.

“This is merely to announce the safe arrival of the *Rose*, at Bombay, after a tedious passage of eleven weeks, from the Cape of Good Hope, occasioned by the hard hearted N.E. monsoon: we were ten weeks out of sight of land, when we made Goa, where I anchored for a day, on purpose to get water. Sir John Gore is here, looking quite ready to leave the station: he has been very ill lately, but is now getting round. I anchored last night, since which, I have not had a moment to myself, the Admiral living some miles in the country, and making me go

through a great deal of form : he received me very kindly, and asked particularly after you. To-morrow the Rose is to be inspected, when I hope to prove we have lost no time in getting pretty perfect at our gun exercise : we are to fire away blank cartridges as fast as possible, which, between you and me, I think great nonsense, as it teaches the men to fire at random, instead of taking deliberate aim."

CHAPTER VIII.

Description of Bombay and its Inhabitants,—The Parsees, or Fire Worshippers,—Proceeds to Columbo, Penang, and Straits of Malacca, on a two months cruise,—Thence to Madras.

THE following description of Bombay, and its inhabitants, is extracted from Commander Barrow's Journal.

“Bombay, the largest possession of the British on the West Coast of Hindostan, is situated in Lat. $18^{\circ} 55' N.$ Long. $72^{\circ} 44' E.$, was formerly an island about 10 miles in length, and on average three in breadth, but in 1805, it was connected with the Island of Salsette by a causeway, which has proved of infinite service to the Bombay market.

“In 1663 Bombay was given to Charles the Second, by the Portuguese, as a part of the portion of the Infanta, whom he married the year before. It was made over to the company in the year 1668. The fortifications are very extensive, and very strong

towards the sea, the town inside the walls was commenced by the Portuguese, but now consists of English, Parsees, and Hindoo buildings. There are two good churches, an English and a Scotch one. The finest building is the Town Hall, it contains a good public library, the Council room, and several Government Offices.

“The inhabitants of Bombay are supposed to amount to 220,000, of which 8000 are Parsees. These people carry nearly the whole trade of Bombay through their hands. I believe there are few European Merchants but what have a Parsee partner. These extraordinary and industrious people, who are now to be found throughout India, sprang from about three or four hundred fugitives, who found their way to Surat, when driven out of Persia. The Parsees are the race called fire worshippers, and though they perform their worship before fire, and direct their devotion towards the rising sun, for which they have an extraordinary veneration, yet they strenuously maintain that they worship neither, but that they are the most expressive symbols of the Deity, and for these reasons they turn towards them in their devotional services. They profess to believe a resurrection, a future judgement, and to worship only one God. On conversing with a Parsee he

told me it was not at all necessary that he should face the sun, or fire, while saying his prayers, that they would be heard as well without, as with it, but that it was a custom, the same as our going to church on a Sunday. One of the greatest objects of their worship is the everlasting fire near Baku on the western shore of the Caspian Sea. The ground there is rocky, and over it a shallow covering of earth. If a little of the surface be scraped off and fire applied to the hollow it catches flame immediately and burns without intermission, and almost without consumption, nor is it ever extinguished without cold earth being thrown over it, by which means it is easily put out. The flame yielded by this fire has neither smoke nor smell, it is nothing more than an inflammable vapour which issues in great quantity out of the ground in this place, and is supplied by the naptha with which the adjacent country abounds.

“The Parsees are an inoffensive, superstitious people, they will carry fire or lighted candles, but will never put them out, or smoke tobacco. Their mode of sepulture is curious, the body of the defunct is deposited in a circular building called the temple of silence, which is open at the top about 55 feet in diameter, and 25 feet in height, filled up within

five feet of the top, excepting a well about 15 feet in diameter in the centre, the part so filled being terraced with a slight declivity towards the well, two circular grooves, three inches deep, are raised round the well, one at the distance of four, the other at ten feet from the well. Grooves of the like depth and height, and four feet distance from each other at the outer part of the outer circle, are carried straight from the wall to the well, communicating with the circular ones to carry off the water. The tomb is by this means divided into three circulars of partitions, the outer for men, the next for women, and the inside for children. There they are respectively placed, wrapped loosely in a piece of cloth, and left to be devoured by the vultures, which is soon done, as numbers of these birds are seen hovering and watching about these charnel houses for their prey. Persons who have charge of the tombs come at proper times to deposit the bones into the well, which is cleared out by means of subterranean passages to prevent the well filling up. These people are of the same caste and have the same privileges as the Parsee, with the exception of not being allowed to sit at the same table or to touch one of them. They are much respected and often invited to different houses where they sit in a

corner by themselves, eat of the same food, and enjoy their friends conversation. Should a Parsee's gown, or any of his apparel, touch one of the Keepers of the tomb, he is obliged instantly to cut off the piece touched, and run to the sea side, where he must strip off all he had on, when touched, and burn them; then bathe and put on fresh garments, and after having done penance for a certain time he is supposed to be purified."

H.M.S. Rose,
Off the Coast of Malabar,

Feb. 10th, 1835.

"I left Bombay yesterday, at which place I spent a very pleasant fortnight, as you may suppose after our five month's cruize. We required a little re-fitting about the rigging, in which we were hurried, the Admiral wishing to send me up the Straits of Malacca, having no man-of-war there. On my way I am to call at Columbo, for the commission with reference to the trial of the bark *Batavia*; should it have been sent to Madras I am to call there for it, and carry it to Penang; if not, I am to go to Penang straight, and consider my station to extend thence as far as Singapore, where I shall have it all my own way till I receive further orders. I can assure you I am not a little proud of H. M. S. Rose,

after the number of compliments I have received on her appearance, both in hull and rigging. The Captain of the Flag Ship inspected her. I dined with the Admiral the same day, who seemed rather pleased with what he called the gallant corvette.

“ I had the good fortune to arrive at Bombay just in time to be invited to a splendid entertainment given to Lord Clare by a Parsee, Mr. Jamsetjee Jeejeebhoy by name, who has arrived nearer European manners and customs than any of his caste : it was given to Lord Clare as a farewell dinner, he being on the point of leaving the country. Being contrary to the Parsee religion to eat with Christians, though drinking with them appears no harm, our host did not preside till after the cloth was removed.

“ Having performed the honors due to their Majesties, he read in English a very fair speech ; then proposed the health of Lord Clare. After a great deal of prosing the party broke up, and it was universally allowed to have been the grandest turn out ever given in Bombay. The Parsees form the greatest portion of the inhabitants of Bombay. The lower class are rather Jewishly inclined, that is to say, a man will tell you the price of an article, but if you ask him what he will take, he invariably comes down one third.”

H.M.S. Rose,
On passage to Penang,
March 22nd, 1835.

"I am now just half way to Penang, and about 63 miles from Little Andaman, anticipating a very pleasant trip up the Straits of Malacca.

"We anchored in Madras roads on the 11th, where we remained 24 hours, and were fortunate to be there when Pennell* arrived in the Talbot. He gave us the latest news we have had, and was to sail for South America on the 16th.

"On the 29th, we anchored at Columbo, where we remained three days. Of course, as a point of duty, I called on the Governor, Sir Robert Wilmot Horton, who received me well, and after finding out whose son I was, treated me with every kindness: on parting he desired me when I wrote to you to say he had not forgotten his old friends and English feelings, and should I come his way again he would pay me every attention in his power, and regretting he was obliged to start for the interior before I sailed, begged I would not omit to remember him to you.

"On my arrival on the station the Admiral gave me a quarto volume full of orders: the size of the

* Captain Follett Pennell, R. N. one of whose sisters is married to Sir George Barrow.

book and quantity of writing really made me quite nervous. On enquiry the Captains present told me this volume was concocted by Admiral Owen : after reading it through my fears decreased wonderfully, for, with the exception of the wording of five or six useless orders, it is all copied from the general printed instructions ; what a pity somebody did not point out what a deal of trouble he might have saved himself, and many others.

“ I have not yet received any letters, but expect a great cargo on my arrival at Madras again, where I shall be in less than two months, unless I receive fresh orders from the Admiral.

“ The little I have seen of the station I like very much. You will be glad to hear all goes on well on board the *Rose*, the Ship’s Company have picked up so much in every way that I now consider my ship as well manned as any of her class.

“ (*Singapore*, 18th April.) No opportunity offering to send this at Penang, I have kept it, thinking I should have one here. I anchored at Penang on the 5th of this month, where I remained a week ; I then sailed on the 13th for Malacca, where I arrived on the 16th, and having run my provisions as close as my orders would allow me, I left the same evening for this place, where I anchored one hour

ago, and have thrashed a clipper schooner, belonging to the Company, most shamefully in sailing: she left more than a day before me, and has not yet arrived. The ship that carries this sails at 4 o'clock. We have had a little sickness, which all ships have on sudden changes of climate, but, thank God, on the whole we have been very healthy."

H.M.S. Rose, at Sea,

May 23rd, 1835.

"We are now on our way to Madras, after a very pleasant two months cruize up the Straits of Malacca, save when at sea there, for anxiety, beating about rocks and shoals, which prevented my having for the longest time more than four hours sleep in any one night; however that has not given me the least dislike to the Straits.

"We anchored at Penang the first time on the 5th of April. After doing what was necessary to the Ship, and fulfilling my orders, I accepted an invitation from Mr. Salmon, the acting Deputy Resident, (who by the way was at the Charter-House with George and John,) to spend a day or two at Government Hill, where I was accompanied by Mr. Cartwright, my second Lieutenant. The weather being very fine, the Thermometer standing at 86°, it was advisable to start late in the evening, and conse-

quently, as the road led through thick woods, we saw nothing in the shape of scenery.

“As it grew dusk we were much entertained by the number of different noises made by thousands of insects, some of which are of a very strange species, one called the trumpeter (N.B. drummer would have been more appropriate) is a small beetle about one inch and a half long, and makes a loud extraordinary noise, somewhat like a boy blowing through a penny pipe, by beating a drum on its back with its hind legs: another called the piper, something of the same species, makes a loud piping noise, which it keeps up for upwards of a minute. After a tedious ride, and a query whether we had lost our road or no, having no guide, we arrived just in time for dinner. Our host being rather unwell entertained us by proxy, as well as he could, and at 10 o'clock put us into very comfortable beds.

“This said Government Hill is considered a very healthy place. On the hottest day, there is ten degrees difference in the thermometer between it and the town on the plains. The nights are very cold;—so I found them, and was glad to wrap myself in a blanket, where I believe I should have slept many hours longer, had not a black fellow at 5 o'clock in the morning opened the doors of my room,—(they

have no windows.) After this ebony gentleman had given me a cup of coffee and made his exit, I dressed, and, as is the custom in India, took a walk before breakfast.

“When I reached the summit of the Hill, I stood for at least a quarter of an hour, looking at a most splendid view, consisting of a beautiful range of distant hills, rising out of an immense plain, with several rivers running through it, and opening themselves into the sea just opposite the anchorage.

“(Madras, June 6th.) I stopped short here the other day, and have just learnt that a vessel sails for England immediately, by which I intend sending this. I anchored at Madras on the 4th, and am very busy getting provisions on board. I sail the day after to-morrow for Trincomalee, where I shall meet the new Admiral for the first time.

“(June 7th.) We had very bad weather crossing the Bay of Bengal, and I am sorry to say lost our Jolly Boat in a gale of wind, which has upset my economical arrangements in some degree; however with all that, the Rose is considered to be the least expensive on the station.”

H.M.S. Rose,

July 5th, 1835.

“We are now abreast of our old anchorage at Pe-

nang, bound to Singapore. We sailed from Madras on the 11th of last month, and arrived at Trincomalee on the 21st, where we found the new Admiral, (Sir Bladen Capel.) I like him very much; he is a perfect gentleman, and what is more, has taken a great fancy to the *Rose*; he has given me stores and provisions for five months, with most flattering orders, leaving at my discretion the duties to be performed up the Straits. He was well pleased with my proceedings the short time I was there before, and has hinted, to testify his satisfaction, that he will send me to a better station when he is able to relieve me.

“(Singapore, 14th.) We anchored in the Harbour of Singapore on the 11th of this month, after making a splendid passage of 15 days; the acting Governor has placed a gun boat at my disposal, which I have manned and sent after pirates; this has enabled me to refit rigging, &c., for the first time since leaving England. A vessel will sail for England soon, by which I shall write again. Thank God we are all healthy once more, after a continued long list, but which we must expect living you may almost say, on the line.”

The following is extracted from Commander Barrow's Journal.

“A great majority of the population of Penang, Malacca, and Singapore, consist of Chinese; they are the principal artificers and labourers in these settlements. There is hardly a garden or plantation but what is nurtured by China men, they are a hard working race, and supposed to be good agriculturists. It is said that the lower class will commence and work without ceasing till they have earned enough money to keep them intoxicated and enjoy their licentious habits for a month, after which they begin afresh.

“The better class of Chinese are bakers, tailors, shoemakers, and carpenters : these people are clean, respectable, civilized, extremely cunning, and sharp at giving reasons and answers. They speak a queer sort of English ; it may almost be called Chinese English. A few of their phrases run thus,—“No have got—how can do—I catchee hee.” I remember desiring a tailor to make me a double breasted jacket ; he brought it home with one row of buttons and two of holes. I buttoned it the one way and told him it was all very proper. On folding it over the other side I shewed him the holes, but there were no buttons,—at which he thought himself mighty stupid and exclaimed ‘Hy—yah!’ after waiting a short time he burst out laughing, and ex-

claimed. How can Iutton both sides!!—If you give these people what they can muster to go by, they will copy it to a great mercy."

H.M.S. *Rose*, Madras.

June 10th. 1835.

"The *Rose* like an evergreen continues to flourish, but I am sorry to say she will join the new *Admiral* in rather a rusty state, as we have expended all the paint we brought from England, and what is due to us is at Trincomalee, where the *Admiral* is at present. I fell in with the *Salsety*, Captain Quin, the other day, who was the only person on the station I was afraid would puzzle us, but to my joy, the little *Rose* looked like a handsome lady, alongside a Billingsgate fish-woman. She so captivated some of the junior Officers of the *Raleigh*, that they were anxious to exchange with Officers of their own rank, but could not be accommodated.

"We have experienced bad weather coming across the Bay of Bengal, it being one day wet and cold, whilst on the following, the thermometer stood at 90°. We managed to get a fever on board, every Officer, from your humble servant down, had a touch of it, a number of the ships company were attacked; thank God, we lost only one boy, we are now healthy

but sadly want a little harbour work ; the longest time we have ever been at anchor, since leaving England, was the fortnight we lay at Bombay.

“(June 14th.) I left Madras on the 11th, and am now only forty miles from it, after beating against a strong current running $2\frac{1}{2}$ miles an hour. The wind must change soon. I am bound to Trincomalee, where I expect to find the Admiral and a host of letters.

“(30th.) We anchored in Trincomalee Harbour on the 21st, where I found the new Admiral, and one solitary letter from you, for which many thanks.

“I have been highly complimented on the state of H.M. Ship. The Admiral is well pleased with all my proceedings up the Straits, and has ordered me there again, with most satisfactory orders, in which he states his intention of always keeping a man-of-war on that station, and sending only the *most active officers* on that service. I left Trincomalee on the 28th, and am now half way across, quite different weather from what we had going the other way, when in a gale I lost my jolly boat.

“1.0 p.m. Do not say a word about the Rose not sailing well. 220 miles in 24 hours is good going for keeping it up ; we are more than half way across the Bay of Bengal already.”

CHAPTER IX.

*Employed in Straits of Malacca in search of Pirates,
—Malays running the Muck,—Mr. Taylor the
Master of the Rose invalided,—Commander
Barrow attacked with the Straits Fever,—
Engagement with Pirates,—Arrival at Calcutta.*

H.M.S. Rose, Malacca,

August 4th, 8.0 a.m.

“I anchored here about five minutes ago, there is a vessel just outside the harbour homeward bound, so I have time only to say we are all well and happy. The Rose is in a flourishing state.

H.M.S. Rose, Singapore,

October 14th, 1835.

“No doubt you have been wondering what has become of me, as I have not written home this last two months: the fact is, I have been in search of pirates and in places where I suppose no Christian ever was before, or ever will be again.

“ I am getting tired of the Straits, the climate is not the most healthy, being so near the Equator, and the weather very changeable, from heavy rains to a dry burning sun. I expect to be relieved about the middle of next month.

“ Mr. Taylor the Master has been so unwell Captain Blackwood and myself thought proper to invalid him. I am sorry for it, he is a very clever, quiet, gentlemanly, young man ; from illness he has been of little or no service to me for a long time, therefore work comes rather heavy.

H.M.S. Rose, Singapore,

October 24th, 1835.

“ On the 8th of this month, I anchored in this harbour, which is the most decent of the most horrid out-of-the-way station, a ship could be sent to. You may guess what a place this must be, I have not received a letter from home this last six months, from the Admiral I have received one, and have had *one* opportunity of communicating with him ; however I have good reason to expect my relief soon, and I wish him joy whoever it may be.

“ I dined with one of the Merchants yesterday ; to my surprise, after dinner, I picked up Barrow's Travels in Ireland ; the little I was able to read of it

I liked very much, but do not think the wood cuts so good as those in Northern Europe.

“A pleasing set of boys these Malays to have dealings with; they have a most ungentlemanlike practice of what they call “*running the muck*” which is, a fellow getting over excited with eating opium, or else the devil gets hold of him, up he jumps without the least warning, draws his krisse which is poisoned, and commences stabbing people right and left; knowing after killing one he must die himself, he fights hard to try how many he can get in company with him. A man caught this fever in a boat lying in the roads two days ago; he killed one person, and I never saw fellows jump overboard, and climb up to the mast-head, so actively as the rest did: he kept all hands at bay for a quarter of an hour, and was finally caught by receiving a wound of which he died in a few hours.

“As you may guess this place is not ripe in news or any thing else except pine apples.”

“P. S. Since writing the above I have received letters from you dated the 22nd of February, and 30th of April, so you may suppose how irregularly our letters arrive. I will with much pleasure make a drawing for you of the dear old Rose; I doubt its likeness to the one you have, as many alterations have been made for the better.

“You must excuse my saying more, as I have double work to do, my Master having been invalided and I fear will not reach England. I sail tomorrow for Penang.”

H.M.S. Rose,

October 31st, 1835.

“The bearer of this is my late Master,* and as clever good a lad as any Captain might wish to have; he is so very ill I was obliged to invalid him to save his life: should he reach England you will be able to judge how unfit he is to go to sea for some time, therefore if you will assist him, any way you have it in your power, you will confer a very great obligation.

“P.S. I have not prosed much as I have given you a *yarn* by a quick conveyance, but he will tell you all about the lovely Rose.”

H M.S. Rose, Singapore,

December 9th, 1835.

“This is merely to say I am still in this depraved part of the world, where there is so much unnecessary talk about pirates, and so little assistance rendered by the merchants and inhabitants to sup-

* Mr. Taylor, who came home very ill, but recovered, and has since been constantly employed on the Home Surveying Service.

press them. I have every reason to believe the Admiral will relieve me in about a fortnight, when I expect to be ordered to Calcutta, and from thence to Madras.

“I wrote to you about three weeks ago by the vessel my late Master went home in, who I am sorry to say, left this in a very dangerous state of health. We were all very sorry to lose him; his health was so bad three months before he invalided that it rendered him perfectly useless. I have been very fortunate in obtaining another from the Admiral’s ship; he, of course is only acting, and very young, quite the gentleman, and from the little I have seen of him, think we shall get on very well. Mr. Brehaut* is his name.

“This place is entirely out of the world, at least with regard to us; there is so little communication with Madras, our chief rendezvous, and where all our letters collect. I expect a sack full some day.

“The Raleigh, Captain Quin, fell in with a typhoon in the China Sea the other day, he lost his masts, boats, and guns, and very nearly lost the ship; he got new masts and boats at Macao, and in

* Now Master of H. M. S. Hastings, the Flag Ship in the East Indies.

crossing over to Manilla fell in with another gale, in which he lost his boats a second time."

H.M.S. Rose, Singapore,

January 15th, 1836.

"This I trust will be the last time I shall address you from this vile place. I intend sailing to-morrow for Malacca and Penang ; at one place or the other I am in great hopes of finding my relief, if so, my next cruize will be very uncertain. I have good reasons to suppose it will be to Calcutta, from which place I shall write to you, and trust shall have an opportunity of writing a more interesting epistle than this.

"I have just recovered from an attack of the Straits fever, and was most awfully *floored*, but am getting all ataunt again. Thank God, we have in general been very healthy.

"On our arrival at Calcutta or Madras, I expect a bag full of letters as few have reached us in this quarter.

"Do not abuse me for not writing oftener, or for my short letters ; the former, few opportunities offer ; the latter, few places are more unripe for news than this. We jog on very comfortably on board, trying to spare Government as much expense as possible."

H.M.S. Rose, off Penang,

Feb. 9th, 1836.

“We are at present beating about, I fear on a hopeless cruize, after some Pirates, who have been robbing Penang of 20 men and two women. As my time up the Straits is nearly at an end, I intend keeping the seas till the arrival of my relief, and when once away I trust I shall never see the place again. I visited the Penang library the other day, and was delighted to see on the table Barrow’s Visit to Iceland,* of which I took possession for two or three days, and was highly amused with it, in fact it was nearly as good as receiving half a dozen letters.

“(Feb. 29th.) I am sure you will join me in delight, when I tell you, I am just relieved from that unsatisfactory station, the Straits, and am bound to Calcutta.

“The good old Admiral has complimented me in my orders. From the Secretary’s letters I think, if nothing particular turns up, I shall succeed in getting to New South Wales, of which I have every hope, as I shall have had a proper refit, (for the first time since I have been out) just at the season vessels are sent to that station.

* A Visit to Iceland, made by me, in the year 1834, in the Flower of Yarrow Yacht: Charles R. Smith, Esq. J. B.

“ Since writing the above, I have fallen in with two sets of Pirates, the first got away without their receiving injury, the second set I took by surprise, which caused them to fight. They commenced, and kept up splendidly for one hour and a half. We suppose they must have lost a number of men from their cries, and constant fire kept up by our Marines and boat’s crews, which soon put a stop to their musketry. Directly a man shewed his head above the breast-work five or six shots were after him, they were so numerous that had not the ship been close enough in shore to cover our boats, we should have seen no more of them. My pinnace with a 12 pound carronade in the bows, and cutter, were engaged with two large boats, with long six-pound guns, and from 70 to 80 men in each, and two smaller boats, with smaller guns, with, from 30 to 40 men in each. Besides which, there were four more boats, coming round the point, to attack them astern, but made off on seeing the ship. The night was approaching fast, when the Pirates made off for a river, where the ship could not get near, and it would have been little less than murder to have sent the boats up.* We were very fortunate in only having one

* The Sybille’s Boats were caught in a somewhat similar trap in the Mediterranean, some few years ago, and great loss of life ensued.

man shot, the ball passing through his neck. I have left him at Penang, and never expect to see him again.

“(April 8th.) We arrived at Calcutta on the 31st of March, leaving the good ship at Kedgerree. I called on Lord Auckland yesterday, and like him very much: he very kindly asked me to spend two days at Barracpore, his country residence, of which I intend availing myself.

“He told me he had left you in very good health. I am happy to say, he appears determined to do what others ought to have done long before him, which is putting a stop to piracies committed in the Straits of Malacca. He called upon me for my opinion as to the most effectual mode of suppressing it, which, after I gave it in writing, he seemed to be well pleased with.

“We shall sail (God being willing) on the 16th for Madras, from whence I shall write to you again.”

CHAPTER X.

Description of Calcutta,—Visit to Lord Auckland, the Governor General, at his residence at Barrackpore,—Proceeds to Bombay to take charge of the western part of the Station.

H.M.S. Rose, at Sea,
May 9th, 1836.

“BOUND to Madras, getting there fast, 240 miles off yesterday, and 250 to day. Heaven preserve me from having to beat against the S.W. monsoon and strong northerly currents, with rotten sails and ropes, again.

“I left Calcutta on the 18th of last month, with 135,000 Company’s rupees on board, which, when landed safely, will put £50. into my pocket.

“Doubtless, if I was within hail of you, you would ask how I liked Calcutta, and therefore I tell you, I was much disappointed with the *City of Palaces* as

they please to call it. Some of the houses are certainly as fine as most you see in Piccadilly, but unfortunately, after passing two or three handsome buildings, you get abreast of miserable hovels one story high, thatched roofs, inhabited by natives, and from whence comes such a stench, that if a carriage is not well painted, it is enough to turn the colour in passing. The Government House is by far the finest building in the place; it stands by itself, between the town and Fort William, I should say it covers as much ground as the new Palace at Pimlico. Its compound is square, and enclosed by a handsome railing, about one hundred yards from the house. One thing struck me as being a bit of a blunder of the projectors. There is an entrance on each side of the square. On the South, East, and West sides there are handsome archways, with a well carved lion in stone lying on the top, but on the North side, where the chief entrance is, facing the town, there is nothing but a common ugly iron gate; perhaps the intention was to give a clearer view of a fine flight of stairs, which lead to the state rooms on the second floor, under which the carriages drive, but this unhappy iron gate is certainly out of character. The roads are as good, though of course not so numerous, as those in England. The great

folks drive about in neat light carriages, drawn by small Arabs: there are a few English horses also. Their Hyde Park, where they turn out in the evening, is on the banks of the river, between the town and Garden Reach, which by the way is the prettiest place I have ever seen. It puts a person much in mind of the banks of the Thames, near Richmond, but the scenery is far more beautiful. The Mint is well worth visiting; it was the first I had ever seen, and was well pleased with it. It is worked by three steam engines, one of 84 horse power, and two 40, and managed by black fellows; they have two Englishmen to superintend. Next to the Block machinery at Portsmouth, it is the most perfect I have seen.

“While at Calcutta I received great attention from Mr. Mangles. The new Governor General* was particularly civil. I spent three days with him at his country house, at Barracpore, a very pretty place, and here I had the honor of riding in a box, on the top of an elephant. I never in my life felt a motion so much like that of a jolly boat in a head sea.

“I hope to reach Madras in about a week, and shall finish this on my arrival. I expect to find a ship-load of letters there.

* Lord Auckland.

“(Madras, May 28th.) Grievously disappointed, only one letter dated the 1st of June, 1835. We anchored here on the 24th of this month. There is no news whatever. I dined with Colonel and Mrs. Monteith yesterday; they are looking well, and have two fine little children, the boy is the most lively little fellow I have seen some time.

“I intend sailing from this on the 22nd of June, for Trincomalee. Almost time I had a refit; I have been two years in commission, out of which time we have been actually under sail one year, five months, and some days.”

In the following letter Commander Barrow makes the first allusion to the general impaired state of his health, which had suffered greatly by continual exposure to the humid atmosphere of the Straits of Malacca, and mentions a harrassing cough which had seized upon his constitution, yet nothing would induce him to relinquish his command.

H.M.S. Rose,

Trincomalee, Ceylon,

June 18th, 1836.

“This is merely to let you know where I am, and to acknowledge the receipt of 14 letters, earliest date 1st of June, 1835, latest 19th January, 1836, for which many thanks. I received them all on my

arrival here. La Rose is at present in just the state I like her to be ; that is, un-rigged, for I have all the pleasure of rigging her before me. We are having a thorough refit in that way, but not before she wanted it, as she has been two years in commission.

“The constant wet and damp I have been exposed to lately, has pretty well done me up in activity: I have had a horrid cold, with a bad cough, going on 18 months, and before I arrived here spit up a small quantity of blood, when the cough was troublesome ; I am glad to say this dry Island has made a great change for the better, in the short space of a week, but I despair of ever getting rid of it while in this wretched climate.”

H-M.S. Rose, Trincomalee,

July 29th, 1836.

“Many many thanks for your letter dated March the 12th, which I received yesterday, with one dated the 2nd of April, which is considered very quick communication.

“Now for a little of my own dear self. I wrote to you a few days back by the Wolf, bound to Madras, but heaven knows when you may get the letter. Since that I have finished putting the Rose to rights, and have my orders to sail to-morrow for

R

Madras, from whence I shall write to you again. I shall remain there about a week, and then sail for Bombay, where I am to take command of the western part of the station, considered the finest, most civilized, and most important, after the Straits of Malacca. Blackwood, of the *Hyacinth*, takes this, whom I dare say you have not forgotten. My acting Surgeon is going home mighty sick; I have desired him to call on you and tell you all he knows about your beloved Brother, who hopes he will not be here much after the ship's time is up."

H.M.S. *Rose*, Madras,

August 12th, 1836.

"We arrived here on the 2nd of this month, where I have been waiting for provisions, which being now complete, I intend sailing to-morrow for Bombay, and the Coast of Malabar, which I expect to make about the end of next month, and shall most likely remain cruising between Cape Comorin, and the entrance of the Persian Gulf, for five months. The fine season is just setting in there.

"I observed in the advertising sheet of one of the numbers of the *Nautical Magazine*, that Mr. Murray has been selling a quantity of copies of new works, amongst which I am glad to find one thousand of John's *Tour round Ireland*.* I shall write

* *Tour round Ireland*, in 1835. J. B.

on my arrival at Bombay, and hope to have more opportunities of communicating than I have hitherto had."

H.M.S. Rose, Bombay,

October 2nd, 1836.

"Many thanks for your letter dated the 5th of April, which I received on my arrival here, on the 28th of last month. We left Madras on the 13th of August. The S. W. monsoon not having broken up, we were forced to take the southern passage, which made it rather long, on account of calms and light winds. This place is much in the same latitude and longitude as it was when I was last here; there are a great number of new faces, amongst others, Colonel Baumgardt* whom I have a very distant recollection of.

"This being the warmest month at Bombay, nearly every body has deserted it for the hills. However we find it beautifully cool compared to other places, and I must say, I think it the most pleasant part of our station.

"With regard to the Rose, she continues to improve. I have picked up four broad-backed lads here by way of filling up vacancies, but have to regret the loss of my Gunner, who was a good man."

* Colonel Baumgardt, C. B., late of the 2nd Queen's Royal.

H.M.S. Rose, Bombay,

22nd October, 1836.

“On my arrival here the 28th of last month, I wrote to you by a ship that sailed on the 1st inst. This is going in a sailing ship to Mocha, from thence to Suez, and over land. As strong westerly winds prevail in the Gulf, this time of year, I fear it will have a long sea voyage. We are all alive in this part of India, in great hopes of a disturbance. Two Regiments that were to leave the Presidency have been detained, a heavy battering train is preparing. I intended to have sailed to-morrow for a cruize, but am detained by a request from Government, every thing looks very suspicious, but people in office are so mysterious, that no one knows, or can even guess, whether we are going to the northward or southward.

“I received a letter from John, dated the 9th of May, and am very glad to hear my poor late Master has turned up at last. We are all flourishing on board the Rose.”

H.M.S. Rose, Bombay,

1st Nov., 1836.

“You will be glad to see I am still at this place, the most healthy in India. I did intend leaving a fortnight ago, but was requested by the Govern-

ment to remain, on account of some disturbance expected in the country of Scinde, but, from report, it has only turned out a pen and ink war, though the Company have gone to a great expense in preparing battering trains, detaining King's Regiments, &c.

"I dined in company with Captain Burnes* the day before yesterday, who asked very kindly after you. He is as entertaining as ever. I expect to hear him hold forth at the Geographical Society to-morrow. We expect hourly two Steamers that left England together for this place, by which I hope to hear from somebody; there must be a number of letters making a long journey for me somewhere. I get several covers directed to me, but the enclosures are generally for my Officers."

Commander Barrow was always very grateful for any little kindness or attention shewn to him, and was himself of a most friendly disposition, invariably entertaining a great regard for his friends and companions, and particularly for those with whom he had served. In the accompanying letter he speaks of the attention he met with from several families at Bombay.

* Sir Alexander Burnes, who was treacherously murdered.

H.M.S. Rose, Bombay,

15th November, 1836.

“Many thanks for your kind letters which I received yesterday, one dated May, the other June, I was very glad to hear of poor Taylor’s safe arrival, as it is to be hoped the change will improve his health.

“I have been detained here by the request of the Government, and the only reason given is, that it is necessary for the public service. With the exception of its being an expensive place, I do not care how much longer they keep me ; it is at this time of year, the most healthy part of India ; the Governor and his Lady, Sir Charles Malcolm, and I may say *every* body, are particularly kind to the whole of us.

“In your letter of June, you say you are glad the Rose was ordered to Calcutta and Madras, as you hope Lord Auckland and Colonel Monteith would be civil—they both were very much so, Lord Auckland made me live with him half the week when he went to Barracpore, and also praised my communications about the Straits, to the Admiral, who very kindly told me so.

“Colonel and Mrs. Monteith were particularly attentive to me ; they offered me a room which I

could not make use of, on account of the distance from the ship, but they allowed me to make their house my home, and gave a very nice little party to myself and the Officers of the *Rose*, who, by the way, are as happy, nice, gentlemanly a set, as it is possible to meet with. I am glad to see by the Navy List, that my late acting Surgeon is confirmed ; he had been some time in India ; I hope my present one, who came out as Assistant, will be as fortunate ; he is a superior person.*

“Of course you are acquainted with Sir Charles Rowley. I brought a letter out for his son from him ; should you see him by accident you may tell him Captain and Mrs. Rowley are quite well, and very kind to me.

“When I am at liberty to leave this, I shall (provided my orders are not altered,) sail for Surat, and then cruize about the Malabar Coast.”

* Mr. Lyon, a most amiable man, who died a few years afterwards, in the West Indies, when belonging to H. M. S. Pilot.

CHAPTER XI.

Visits the Gulf of Cutch,—Proceeds to the Seychelle Islands,—Description of the Cocos-de-mer,—Becomes seriously ill,—The Rose ordered home,—Invalids on arrival at the Cape of Good Hope.

H.M.S. Rose, Tellicherry,

January 16th, 1837.

“I embrace the opportunity of saying we are all as well as can be expected; much improved by recruiting on this very pleasant coast. My cough still hangs on me, and I have received the pleasing communication from the Doctors that I shall not get rid of it while in India, but what do they know about it? Since I last wrote to you I have seen some strange places between the Entrance of the Gulf of Cutch, and this place, which I leave tomorrow for Calicut and Cochin, (not in China.) I expect to be at Bombay again by the 10th of next month, where I hope to find some letters from you, as they have, I fear, had sad foul winds.

“Our three years are fast drawing to a close. Though glad to leave these hot regions, I shall be sorry to part with my lovely Rose, which I can assure you it would be a hard matter to outshine, either in appearance, or utility.”

H.M.S. Rose, Bombay,

March 5th, 1837.

“Many thanks for your kind letter, dated the 3rd of August, 1836, in which I find Mr. Maxwell’s* signature and good wishes towards me. Would you be good enough to forward the enclosed to him, and the other to my late messmate, Armstrong, who makes much mention of your kindness in forwarding his letters, for which, receive my sincere thanks.

“I have just arrived from the Gulf of Cutch, and a stupid place it is. Mandavia, the largest town on the coast, is worth seeing, being purely native. An extensive trade is carried on between it and Bombay. I have been kept within this vicinity all this time expecting the Regent Yacht, which I was to have had the honor of presenting, but as she did not leave England till the 2nd of November last, and will most likely take her time coming out, that

* Who accompanied Lord Macartney’s Embassy to China, and is one of the few Survivors. He is now 90 years of age.

cruise is at an end, and I sail on the 13th for the Seychelle Islands, returning here about eight weeks hence, and then join the Admiral at Trincomalee.

"No place could be worse supplied with English news than this has been these last three months ; on my return I shall expect a good budget to make up for the late scarcity. People here are very sanguine about the Flag promotion, more especially our chief, who will probably hoist his flag at the fore. I trust he may, being a splendid character, and adored by all who know him, but the reverse if he has to find fault. We jog on like a piece of clock-work ; seldom get out of order now, looking forward for our relief, though the time is not up."

H.M.S. Rose, Bombay,

March 12th, 1837.

"Doubtless you will be surprised to find I am still on the Malabar Coast. I consider myself very fortunate, for at present it is the most healthy part of India. We all have wonderfully improved since our first arrival. To-morrow I sail for the Seycheylle Islands which have lately been put on this station and of which we know nothing. My orders are, if possible, to be back here on the 10th of May, which I deem very unlikely, for though the Rose sails well, she is not very fast ; however I trust on

my arrival to find some letters from home: it is an age since I have heard from you. The Admiral who has been here since the middle of January, complains bitterly of the scanty supply he receives. Report says, His Excellency intends sailing about the middle of next month, for Columbo, and then Trincomalee, at which place I expect to join him towards the end of June.

“By this time you will have heard of the laurels the Indian Government have been lavishing on —— for his short career in the Straits. On his receiving double Batta, the Commanders of the other real-working vessels applied for the same indulgence, and had the satisfaction of being refused. On hearing that Head-money had been granted I applied for it, with the Admiral’s approval, but I suppose to no purpose. The fact is, they are now cooling on their liberality, which has occasioned sundry just remarks on the subject of its unfair division.

“We understand the Conway is destined for India, and expect her some time next month. I suppose she is to relieve the —— her time being nearly a year past. I trust to be relieved myself in December or January. I am quite contented with the quantity I have had of this sweet climate, and

when once away, I shall not be anxious to visit it again."

H.M.S. Rose, April 14th, 1837.

Lat. 3° N., Long. $59^{\circ} 48'$ E.

"I commence this, having a fair wind, with the intention of forwarding it from Bombay on my arrival. I reached Mahé on the 28th of March, and left it on the 6th of this month.

"We were all highly pleased with our trip. The islands are well worth seeing once, but they are very poor. The only cause for keeping possession of them that I know, is their being attached to the colony of Mauritius. Their produce is trifling; the harbour of Mahé badly sheltered, and supplies for shipping not procurable. The society is very small, no military force whatever; there are but three Englishmen on the Island, two Government Agents, and a ship builder. The rest of the inhabitants consist of a few French families, and their slaves, or according to the new phrases, apprentices. The population of the whole Archipelago amounts to 5,000 persons, including 3,800 apprentices, and a precious number of their children, who by the slave abolition act are born free. The only thing the Seychelles are famous for, is, that extraordinary palm, the 'Cocos de mer,' which grows only on the

Islands of Praslin and Curieuse ; it has been transplanted to Mahé but will not bear fruit, its common height at full growth is about sixty feet, quite straight, the stem as large at top as at the bottom, the leaves are very large, the young ones growing from the centre, and have the appearance of a half sheet fan, it produces but one a year. I was informed that on measuring one of the old leaves it proved to be twenty feet long, and twelve wide, its colour is a beautiful bright green ; thirty years elapse from the time of its springing from the earth till it bears fruit, it is supposed to require one hundred and thirty before it attains its full growth, the nut is not unlike a double cocoa nut, if you can fancy such a thing, but larger and harder ; I have some on board fit for planting, but I fear will not be worth much by the time we reach England, or if they are I doubt whether they will take root in a hot-house. I believe some were sent a few years ago, to the Royal Botanical Gardens, Glasgow, but whether they vegetated, or not, I cannot say. While I was at Mahé, I had an opportunity of witnessing the great advantage of filling ships in between the timbers. A French Gabare, 'La Prevoyante,' managed to get on a coral reef, off the Island Providence, where she remained fifteen days, at the expiration of which,

they got her off, and brought her to Mahé. On heaving her down, it was found she had lost the whole of her keel, part of her stern, and stern post, and sixty feet of her garboard streak; we all came to the conclusion, that had she not been filled in, she could never have reached Mahé.

“(April 28th.) Lat. $10^{\circ} 3' N.$ Long. $64^{\circ} 15' E.$ When I commenced this, I did not expect so long a passage, we have had nothing but calms and light variable winds, the most we have got out of the old ship this last fortnight, was 4 knots. Perhaps it is as well having so long a passage, with fine weather, for I left Mahé very sickly, and now, have not a man on the sick list. We have had but two days amusement this cruize, one, catching a large shark, the other, firing at a target with the great guns, and considering the distance, with two degrees elevation, and a swell on at the time, I do not think I ever witnessed prettier practice, but I am sadly in want of a Gunner, to look after the stores.

“(May 9th.) I anchored in Bombay Harbour yesterday evening, and found the Admiral, to my surprise, still here with his flag at the fore, I have just received a flattering acknowledgement from him of the account, description, and information gained,

by me, at the Seychelles.* The Admiral sails for Trincomalee on the 15th inst., and I follow on the 22nd, hoping from there to go to Madras, for provisions, and thence to the Cape."

H.M.S. Rose, Bombay,

May 18th, 1837.

"I arrived here from the Seychelles on the 8th, and was much pleased on my return to find Sir Bladen Capel with his Flag at the fore. I never fired a salute with greater pleasure than on that occasion. I find many friends included in the general promotion, among others John Rivett Carnac,† to whom you must make my *salaam* the first time you see him.

"I am sorry Rouse§ is such an invalid, and also that he forgets my acknowledgement for the handsome present he made me, especially as I flattered myself I penned something rather superior in re-

* Commander Barrow obtained an interesting account of those Islands, which has been published in one of the Volumes of the Nautical Magazine, (1839.) A copy of this "intelligent and circumstantial report," as it was termed by the Admiral, was forwarded by him to the Secretary of the Admiralty.

† Captain Carnac, R. N.

§ Mr. Rouse, who was my companion, on two occasions, in the North of Europe. J. B.

turning thanks. You may assure him he is seldom out of my memory, as the beautiful coloured cups and saucers are hanging in my cabin.* I sail on Monday the 22nd, for Trincomalee, and the present idea is, from there to Madras for provisions, and thence home. However many things may turn up to prevent it. India is far from being in a settled state. An insurrection has lately been quelled at Mangalore, but the greater part of the insurgents have retreated into the Courgh Country, ready to rise on a favourable opportunity. The King of Ava's death has occasioned disturbances in that country. So many chiefs, who have strong parties, are claiming the sovereignty, that the belief is, if the English are not quick in acting we shall have a second Rangoon business. The Conway has sailed for Maulmain, by way of shewing we are on the '*qui vive*.' It is possible all may terminate quietly, in that quarter, the English resident being a great favorite with all parties. The truth is, the East Company have overshot economy, in one line particularly, I mean the Military. Can you picture any thing more absurd than 150 men stationed at a spot with 90 miles of country to protect around, and

* This was a very elegant set of tea service, with a *Rose* pattern prettily painted on them.

that country on the borders of a most dissatisfied and rebellious district. At the commencement of the disturbance at Mangalore, these unfortunate 150 soldiers, and all the civilians, were burnt out of their barracks and houses. They took up a position in a garden, where they defended themselves for five days, making sallies, and doing much mischief to the enemy, till relief arrived.

“ They lost 45 of their little body, against thousands of the insurgents, who put to death all the wounded, and mutilated the bodies dreadfully. It may be a lesson for economising, it having cost more for sending and bringing back troops, than would have kept three regiments for six years, but the plan here is, to screw all hands down to the last turn (natives particularly), the collectors only excepted, who are the instruments well greased for the purpose of getting hold of the last grain. The rulers of India must soon moderate their pressure on the natives of the interior, or some 30 years hence they will pinch their own fingers, and some more liberal power will start up. At the different Presidencies there are many Establishments supported by voluntary contributions, and even some by Government for the benefit of the natives. One half the minds enlightened return to their own

country, with eyes open to abuses, and a knowledge how to rectify them. As the march of intellect increases amongst the natives, so will confidence, one with the other, which was the only thing they wanted before, to prevent their gaining and holding the Possessions we now do in India.

“Should I be fortunate enough to leave this station soon, I shall look out for letters waiting me at the Cape, at any rate, if you write on receiving this, I shall probably get it.”

H.M.S. Rose, Back Bay,

Trincomalee,

May 31st, 1837.

“It is an ill wind that does no good. I have been blown about this last week most awfully. This morning beating the old ship to windward I split all sails, and bore up for this anchorage, where I arrived at 4.0 p.m. and found Andromache at anchor. She sails directly, therefore you must excuse the shortness of this, it may however be satisfactory, if only containing the intelligence of our being all well.

“I expect to be here at least one month, wanting refit badly.”

H.M.S. Rose, Trincomalee,

June 20th, 1837.

“Many thanks for your kind letter dated the 15th of November, which I found here waiting my arrival. I am very much obliged to you for the trouble you have taken to get me off this station, for in reality, it does not agree with me, though now, thank God, I was never in better health, the cough continues, but further than being a nuisance, it does not affect me.

“Sir William Parker* wrote a private note to the Admiral, who, if in his power, would I know send me home at once. As to New South Wales, it is altogether too late for that cruise. I shall ever remember Sir Bladen’s kindness, he told me he would keep the Rose within hail, so as to start on the instant of the Pelorus’s arrival, but should she not arrive before the beginning of July, necessity obliges him to send me a long cruise. Should the Pelorus not arrive, as far as I am concerned, I shall be pleased with a cruise, were it not for your stating you remained in the Admiralty solely for me, and that your health suffered.

“I can hardly muster belief enough to suppose, that any party would forget your long and faithful services, if you left office now.

* At that time one of the Lords of the Admiralty.

"We are all jogging on smoothly in the Rose. A new acting Gunner has been appointed, but poor fellow, he is shocking ill. My Boatswain I have got confirmed into a death vacancy, which the Admiral was kind enough to give him.

"You accuse me of saying nothing about the Rose, all I can say is, she is the pride of the station, fit to be placed in a glass case, or alongside a Russian Frigate, the latter would be preferable.

"From here I go to Madras, but when, I know not. I shall write the first opportunity that may offer."

Admiralty House,

Cape of Good Hope,

September 9th, 1837.

"I wrote to you from Trincomalee in June, stating the probability of my going a long cruize to the eastward, my orders were made out, the day of sailing appointed, a short time before which, I was taken so ill with my old complaint that I found myself totally unfit to perform my duty.

"However much I might regret giving up my command, I was determined not to allow the service to suffer, so with the Surgeon's statement I informed the Admiral I considered it my duty to invalid. Never shall I forget his kindness, he would

not listen to it, stating my disease was contracted in the service, he ordered a survey to be held on my state of health; the medical men strongly recommended a change of climate as my only chance. The Ship's time being expired, and from the letters Sir Bladen received from Admiral Adam,* together with some of yours you wrote me, which I shewed him, he took upon himself the responsibility of sending the Rose home without her being relieved.

“On parting, he wrote me a public letter so highly satisfactory, that I cannot deprive myself of the pleasure of sending you a copy which I trust will at least prove that your remaining in Office on my account solely, has not been thrown away, for want of zeal, or exertion on my part. I left Madras on the 15th July, and arrived at Simon's Bay on the 2nd September, my complaint, if anything, has become worse. On the 4th I went to Cape Town, where I saw some of the Truters. Mr. Truter and Peter are at Worcester, they are all well, I send a number of letters from them. I left Cape Town yesterday, my complaint has frightened the doctors so much, that they strongly urged and persuaded me to remain at the Cape till the winter is over, stating, it would be *most* imprudent and dangerous, my attempting to reach England, and that if I suc-

* At that time one of the Lords of the Admiralty.

ceeded, I could not remain there. The Admiral, Sir Patrick Campbell, has had me surveyed and condemned, and I am forced, much against my inclination, to leave the Rose in charge of Mr. Lowe, the 1st. Lieutenant. Sir Patrick and his Lady are very kind to me. I am at present living with them on bread and milk, a mutton chop, and a glass of toast and water for dinner at 2.0 p.m. I do not consider myself so bad as the doctors make me out, but I suppose they know best. I shall write to you every opportunity. If I am well when the Winchester touches here, which will be in a few months, I shall go home in her."

The following is the letter alluded to, written by the Admiral, to Commander Barrow, on his quitting the station :—

Winchester's Gig,

Trincomalee,

9th July, 1837.

Sir,

I feel sincerely concerned that the state of your health requires your immediate removal from this climate, and deprives me prematurely of your always cheerful and willing assistance.

I have frequently noticed with pleasure your laudable anxiety that His Majesty's Sloop, Rose,

under your command, should be distinguished for her order and discipline, and alacrity on service; and I trust that your speedy restoration to health will enable you to follow up the service, to which you are so much attached, with distinction and honor to yourself, and benefit to your country.

I am, Sir,

Your most obedient

humble Servant,

[Signed] BLADEN CAPEL,

Vice Admiral and
Commander in Chief.

Captain Barrow,

H. M. Sloop, Rose.

A few days previous to the date of this letter (viz. on the 3rd July) Commander Barrow had undergone a Medical Survey, on board the Conway, when it was found "that he had suffered under Bronchitis for a period of nearly two years, which had assumed a Chronic form, and had very considerably impaired his health: that a longer residence in the East Indies was likely to prove serious in a high degree to his constitution, and he was therefore recommended to be sent to England for the re-establishment of his health."

On receiving this report of Survey, which the Admiral had ordered to be held, Sir Bladen Capel wrote to the Secretary of the Admiralty, stating, that it had become his duty to adopt the earliest and best means of complying with its recommendation, and that as the *Rose* had been almost the usual period on the station, and he had good reason to believe that the Sloop intended for her relief must be well on her way,—and further, that as Captain Barrow's health had evidently been injured in the course of active service, in the East Indies, he had determined to allow him to keep command of the *Rose*, and to send her home immediately,—the nature of Captain Barrow's disease requiring that he should, if possible, reach England before the severe weather of winter set in.

CHAPTER XII.

Arrival of the Rose at Spithead,—Inspected and paid off at Sheerness,—Continued illness of Captain Barrow at the Cape,—Death.

THE arrival of the Rose, at Spithead, in the month of November, without Captain Barrow, was, as may well be imagined, a source of great distress to every member of his family,—for although he had occasionally alluded to the state of his health, there was nothing in any of his letters to lead them to suppose that he was so seriously and alarmingly ill.—It was however a consolation to know that he was left to pass the winter in a good climate, and amidst many relatives and friends, and many a fond hope was entertained that in the spring of the year he would return home to his sorrowing family.

The Rose was ordered to be paid off immediately, at Sheerness; and her state of efficiency and preparation for battle, when she underwent the usual inspection, was most creditable.

One of the Officers, Mr. Brenton, now Paymaster and Purser of H.M. Ship *Indefatigable*, to whom Captain Barrow was much attached, wrote as follows :—

H.M.S. Rose.

“ I am sure you will be happy to hear that our inspection, (which took place to day) passed off with great *éclat*, the inspecting Officer having addressed the Officers and Ship’s Company, in terms of high commendation, on her efficiency as a Man-of-War, both as related to her inward state, and more particularly as regards the *Great Gun* and *Sword* exercise; this I know will be highly gratifying to Captain Barrow, to whom, in my opinion the praise is due.”

On the arrival of the Rose at Spithead, Mr. Brenton wrote as follows :—

H.M.S. Rose, Spithead,

12th November, 1837.

“ In announcing to you the arrival of the Rose at Spithead, I am sorry to inform you also, that we have left our excellent and good Captain at the Cape of Good Hope, on account of the delicate state of his health.

“ All hands on board the Rose deeply regret the circumstances under which they have been obliged

to part with their Captain, but none more so than myself, for, from our first acquaintance, I have always had a sincere regard for him."

The annexed extract of a letter from Mr. Kent, at that time Secretary to Sir Bladen Capel, (and recently to Sir George Seymour in the Pacific,) gives a true character of Captain Barrow, who was greatly attached to this most amiable and excellent Officer.

"I have good reason to believe that no man knew him more intimately than I did, during the three years we were together in India; I yield to none in forming an impartial estimate of his character, and the leading motives of his conduct throughout; and I feel that I owe it to the memory of my estimable friend to declare emphatically, on this occasion of addressing a Father whom he always revered, that no public Officer could possibly be, *in every sense*, more thoroughly devoted to his profession, more emulous to excel in the prompt and exemplary execution of its details, or more decidedly disinterested as regards making it subservient to pecuniary advantage, when that advantage was at any time placed in competition with more arduous, or more severe or responsible employment.

"I cannot help deeply regretting that in his anxious desire for active and distinguished service, he

always made too light of his insidious disease, which, in my opinion, had been for a long time undermining his not very robust constitution, and it was only after much argument, and I may say repeated and urgent entreaty on my part, that he would at last consent to relinquish a service of some importance, in a proposed visit of the *Rose* to the Eastern Archipelago, and to proceed at once to England for the benefit of his health.

“Sir Bladen and Lady Capel both treated him with great kindness, and we all had the highest regard and esteem for his amiable, candid, and manly character.”

One of the proverbial characteristics of the fatal disease under which Captain Barrow was suffering is the false hope of recovery with which the patient is ever buoyed up. In the letters he wrote from the Cape, it will be seen that he looked forward to his speedy recovery, and return home to his family. His promotion, for which he had so zealously served, also occupied a share in his thoughts, but in this he suffered disappointment, which indeed by the following letter he seems to have anticipated:—

Admiralty House,
Cape of Good Hope,
September 16th, 1837.

“ You can have little idea how much annoyed I was at being obliged to relinquish my command and the disappointment of not seeing you all in two months, however I now for the first time see what madness it would have been my attempting to reach England in the state I was in at such a time of the year.

“ The Doctors recommend my moving about from place to place when I become strong enough. I at present purpose when I recover, making a short tour through the different districts of the Colony, so as to return by the end of February, at which time probably the Winchester, with Sir Bladen Capel, will be here, and I shall demand a passage home.

“ In one of your letters to me, you mention your remaining in Office solely on my account. I trust you will now not let me affect your plans, as from my misfortune in being obliged to quit the *Rose*, I suppose what chance there might have been of my promotion has vanished,—though it would be hard, after what I have suffered this last two years, in following up my profession ; from documents in my

possession I am sure I have at least given satisfaction to my late Commander in Chief."

Captain Barrow's health so far recovered that he was recommended to make a tour in the Colony on horseback—the result of which however was most unfortunate and distressing.

Newlands, Cape of Good Hope,

November 16th, 1837.

"When I last wrote to you, I mentioned my just starting on a tour; I should have written before, but wished to wait till the most dangerous part was over.

"I got as far as the Paarl, when unfortunately I burst a blood vessel in my lungs. I instantly returned under the care of Captain Peake, R. N., and am now living at this most beautiful place.

"I am getting strength by degrees, but as you may perceive by my writing, I am not very steady yet. I intend going home with Sir Patrick Campbell, if I possibly can.

"P. S. I long to hear what sort of an examination the old Rose passed, it ought to have been good.

Sunday, 19th November, 1837.

"Since writing the above, I have seen my old

friend Mr. Hall,* who commands the ship that takes this, he promised to call to-day, as he sails to-morrow; he was very anxious to take me home, but of course the doctor would not hear of it. I am sorry to say, there is no room in *Thalia* for me, and Dr. Murray thinks I had better not arrive in England before May.

"I have improved a good deal since the 16th. It is just one week since I spit blood, which has been the longest time since I returned from my tour. I hope it will heal, and I shall then get on."

Simon's Town,

January 2nd, 1838.

"I have just time to write per *Athol*, to say that I am much stronger, and I think, altogether improving, it of course takes some time to cure a disease of so long standing; I do not intend waiting for the *Winchester*. Please God I live as long, I intend going home in a Merchant Vessel, at the end of next month.

"I am particularly fortunate in having a good servant and nurse, in the way of a Scotchman. I do not know what I should do without him."

* Captain Hall, formerly of the *Nemesis*, who so greatly distinguished himself in China.

Simon's Town,
Cape of Good Hope,
February 5th, 1838.

"I have been waiting day after day in full expectation of an answer to my letter, per Rose, but am now tired and fear shall sail without hearing from you. It is my intention, should I continue as well as I am at present, to leave the Cape towards the end of this month—a number of fine Ships are now passing from India.

"I am improving slowly in health, suffering under a severe cough and debility. I trust the sea voyage will do me good; the climate here has been dreadfully against me. People who have been thirty years in the Colony, say they never witnessed such unseasonable weather.

"Please God I shall be in England by the beginning of May."—

It would be difficult to find words to express the kind attention Captain Barrow received at the Cape, during his illness, both from Sir Patrick and Lady Campbell, and from Captain and Mrs. Wauchope, and more particularly from the latter, who acted quite as a mother towards him.

There were many others too;—his own relatives the Truters: Dr. Armstrong, who attended him un-

ceasingly : Mr. Walker, who assisted and was most kind and attentive to him : the Rev. Mr. Frazer : Captain Tryon : and several whose names I need not mention.

At my request, Mrs. Wauchope drew up for me a short account of the last weeks of the life of Captain Barrow, written from recollection, with a few extracts from which painfully interesting narrative, I shall bring to a close this little private memoir.

“It was in the month of August or September, 1837, that I became acquainted with your brother, Captain W. Barrow. He came into Simon’s Bay in H. M. Sloop Rose, which he commanded at that time, and was on his way home from the Indian Station. He appeared to be in bad health, and suffered much from a severe cough, and when he was introduced at the Admiral’s house, I remember feeling much sorrowful interest in his sickly appearance. He said he had suffered greatly, from exposure to the climate of India, and also, more recently, from the severe weather he had encountered off the Cape. When asked if he was taking home any Indian curiosities, I remember being affected with his answer, that he had often been so much afraid he should not bring *himself* home, that he had not

thought much of other articles. Shortly after his arrival at Simon's Town, Sir Patrick Campbell, then Admiral of the Cape Station, persuaded him to invalid, and let the *Rose* proceed to England under the command of the Lieutenant, as he considered that if he returned to England at that season, just before the winter set in, there was no chance of his recovery. Captain Barrow acquiesced, not without great reluctance and a severe struggle, and the day the *Rose* sailed out of Simon's Bay, was a day of severe trial to him. At that time, though we all thought his state precarious, I believe we none of us considered it to be *hopeless*, at least *I* did not. And when he appeared to gain strength, and prepared for an expedition up the country, and to visit his uncle at Worcester, I hoped everything, from his youth, and the effects of a good climate, change of air and exercise. He took leave of us, and set off in high spirits, on horseback from Simon's Town, he was glad to shake off the medical restraints he had lately, though very reluctantly, submitted to, and he easily persuaded himself he had no real complaint, except want of strength and flesh. About the latter end of October as far as I recollect, I went with Captain Wauchope to spend a month at Newlands, and a few days after we arrived there, I was shocked to

receive a note from Dr. Murray, then at the head of the Medical Staff at the Cape, telling me that Captain Barrow had just been brought back from the Paarl, in a very alarming state, he had ventured too far, on the supposed improvement of his health, and had taken longer rides, and lived more freely than was proper ; and the consequence had been the rupture of a vessel near the lungs, and he had lost much blood, and was sadly reduced and weakened. When Dr. Murray wrote this note, Captain Barrow was living with his aunt and cousins in Cape Town, but the weather was so hot, that notwithstanding the comfort he found in their kind attentions, he expressed a wish to be with me at Newlands, where he could enjoy the shade of trees and the coolness of country air. He was accordingly removed the next day, and arrived with Dr. Murray in an open carriage. I was much shocked by the great change in his appearance since I had last seen him, two or three weeks before : his cough was violent and distressing, and I judged from what Dr. Murray said, as well as my own observations, that there could be little, if any, hope of his recovery."

* * * * *

"Dr. Murray's opinion of his state was not very favourable, and (quoting the words of his note) I added,

that he had told me, a second return of vomiting blood as he had done at the Paarl, would probably very shortly end his life. He became thoughtful, and after a long pause he said, 'I have been thinking where my friends will take me when I go home, it is a pretty spot, and very quiet.' I did not understand him, but supposed he was talking of his Father's country place, and that he wished thus to change the subject of our conversation, and I answered according to this view,—'oh! no,' (he said) 'I don't talk of a place to *live* in, I was thinking of a pretty burying ground I once went to see with my mother.'

* * * * *

"When he and I were again left alone, he made an apology for sending for me so early, but said, which pleased me to hear, that I had been as a *mother* to him, and therefore he treated me with the freedom of a son. The word *mother*, seemed to recal his *own* mother to his mind, 'you will visit my mother,' he said 'when you go home,' 'oh! surely,' I replied, 'and what shall I say from you to her, and to all your family?' 'Every thing that a son and brother can say, that is most affectionate,' was his answer. Indeed he ever seemed to remember his family with much tenderness, he loved to recal little trivial circumstances connected with them; of his

Father he talked with respect and admiration, and called him the kindest parent that ever lived: his sisters, his brothers, and his brother's wife, all seemed to share in his most affectionate regard."

* * * * *

"Immediately after, when he and I were alone, he said to me with a pleasant smile, '*now* I have done with this world, now I am a new creature, can you understand how it feels to belong to *no state*,? I have quite done with this world, and I am not yet in heaven.' Every thing he said both to myself and to Mr. Frazer was most satisfactory, but of course he could not speak much—sometimes when spasms came on he was in much pain, at other times he sat silent, either on his bed, or in a chair, painfully drawing his breath, and (weak and weary as he was) unable to take repose on leaning back. He gave me a few directions, chiefly respecting where he would be buried; 'place me,' he said, 'in that snug corner of the burying ground, as near as possible to Lady Campbell's baby'—He had always clung much to Sir Patrick and Lady Campbell, and had much affection for her, and he seemed even in death to desire to unite himself with their family. The baby had died a year before he came to Simon's Town, but he had visited dear Frederick's

little grave with Lady Campbell. He charged me to remember, his watch belonged to Low,* and again expressed his gratitude and regard for him. Soon after when Low came into the room, he stretched out his hand to him and shook hands with him in silence; Lady Campbell came to visit him, and when she was going, he shook hands with her with much affection, saying with emphasis '*God bless you.*' Soon after he had received the sacrament he asked Mr. Frazer to return thanks to God for his happy state of mind. Another time when in great uneasiness of body, he asked, (if it was not wrong,) that prayers might be offered for his speedy dismissal; his wishes were complied with on both occasions. Repeatedly throughout the day he called on Mr. Frazer to pray, and when he could not speak, he would clasp his hands, thus signing to him he desired to hear the voice of prayer, Mr. Frazer, Mr. Walker,† Captain Wauchope, and Low, in turns supported his head, his sufferings were great—as I gently bathed his temples with water, he whispered to me, 'I suffer a great deal, do I not?' he looked at me for sympathy—and oh!

* A faithful servant of Captain Wauchope.

† Now residing at Budleigh-Salterton, son of the late Colonel Walker a distinguished Officer of the Royal Marine Corps.

as I shed tears of sorrow, how strongly I felt, that the tenderest friend has no power to save the object of cares and affections from a single pang, or to procure a moment's ease,—how important then to be well assured, an Almighty friend is near.”

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“It was a pleasure to me to see, that even in his greatest weakness, and distress of body, during this long and painful day, his *faith* never seemed to fail. I think the last word he spoke was addressed to Mr. Frazer, and it was very comfortable, ‘*when shall I be in heaven?*’ Not long after I trust he *was* there, and every sorrow forgotten. It was now late in the evening and many thought he would live through the night, but it was mercifully ordained otherwise; Lady Campbell had come into the room, he looked at her, and he looked at me, as we stood together by his bedside, but did not speak; who knows—he might then perhaps have offered a prayer for blessings upon us: Sir Patrick Campbell came in, Mr. Frazer, Mr. Thompson, all were near his bed, and his eyes seemed to glance over all these well known and friendly faces. He gave a sort of gentle sigh, scarcely a groan, and sank back into Mr. Frazer’s arms; Mr. Frazer looked at him for a moment, and said, ‘*Thank God*, he is now released from all suf-

fering;' and so we felt each one of us could say, ' *Thank God.*' Mr. Frazer said it had never been his lot to attend so pleasing and satisfactory a death bed before. I returned home, deeply affected no doubt, but my feelings were all of thankfulness. Anxiety concerning Captain Barrow, which had weighed on my mind for many months, was now at an end, *all was well*, and the more I reflected on his last days, the more the mercy of God towards him seemed manifest. Had he been on board ship before his last seizure, or had it taken place on his journey to Cape Town, how much suffering he might have endured. But he enjoyed every comfort that the kindness of friends, or medical skill, could afford him to the last, and every spiritual consolation; and though in a foreign land, and away from all his nearest and dearest friends, yet he was not among *strangers*, and I believe he felt we were all his friends, and that he was in all respects *tenderly cared for.*"

Thus terminated the life of a dutiful and affectionate son, a kind and affectionate brother, a warm and generous friend, and an honorable upright man.

The mournful tidings were communicated to his Father, by Admiral Sir Patrick Campbell in the following note.

Simon's Bay, February 27th, 1838.

My Dear Sir,

Dr. Murray's letters will have informed you of the very precarious state your Son has been in, for some time : I grieve to say his worst fears have been verified ; he breathed his last at half-past ten last night, perfectly resigned, and with apparently little suffering. He had been apparently improving until Wednesday last, when it was his intention to go to Cape Town to take a passage home ; on that morning something inwardly gave way, and he hardly rallied after.

I most sincerely condole with you and Lady Barrow on his loss, as he was a most promising young man. I shall take care that every thing proper is done with regard to his funeral, and am,

My Dear Sir,

very faithfully yours,

PATRICK CAMPBELL.

To

Sir John Barrow, Bart.,

&c. &c. &c.

Being upon half-pay, Captain Barrow was not interred with military honors, but he was followed to the grave by a large concourse of Officers ; his valued friend and messmate in the Cambrian, the present Captain Tryon, being one of the number.

Nothing indeed could surpass the kindness of Captain Tryon, who with a party of men from the Flag Ship, superintended, during a whole night, the cutting of a grave in the solid rock, in the burial ground at Simon's Bay,—which rises with a gentle slope from the sea.

Over the grave is erected a slab-stone six feet by four, supported by four pillars, and the whole enclosed by a low wall, the following inscription, written by his Father, being cut upon the stone.

SACRED
TO THE MEMORY OF
WILLIAM BARROW, ESQUIRE,
LATE COMMANDER OF HER MAJESTY'S SHIP ROSE,
WHO FELL A VICTIM TO DISEASE
CONTRACTED IN THE EAST INDIES
WHEN ZEALOUSLY EMPLOYED IN THE EXECUTION
OF HIS DUTY.
THIS YOUNG OFFICER OF GREAT PROMISE
THUS CUT OFF IN THE PRIME OF LIFE
YIELDED IT UP IN PIOUS RESIGNATION
TO THE ALMIGHTY WILL ON THE
26TH FEBRUARY, 1838,
AGED, 28 YEARS.

THE END.

